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CONTOUR_SILVER

EVO_MAGNESIUM

METAL MULISHA

[01-04]

// VARIOUS COLORS (SEE BELOW)

HANDLEBARS

ANODIZED ALUMINUM HANDLEBARS

[01]

// BLACK



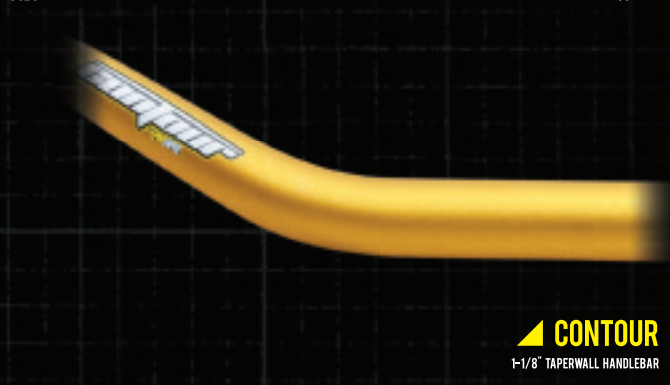
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1-1/8" TAPERWALL HANDLEBAR



[02]

// GOLD



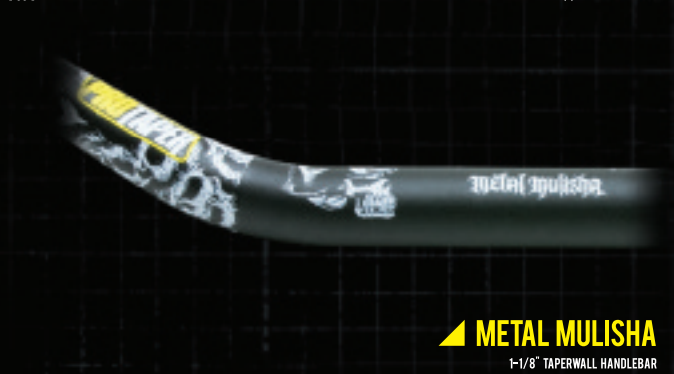
CONTOUR

1-1/8" TAPERWALL HANDLEBAR



[03]

// METAL MULISHA



METAL MULISHA

1-1/8" TAPERWALL HANDLEBAR



[04]

// RED



SE

7/8" CROSSBAR HANDLEBAR

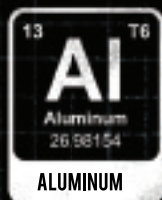


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© Sutty

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BODY
PROTECTION

COMMENT

After weeks of caffeine-fuelled late nights and chest-clutching levels of stress we're slumped in the office sporting thousand yard stares with the healthy pallor of professional snooker players. Sutt's taken to gently rocking in his chair, The Bear's gone back into semi-hibernation and I'm a twitching wreck. Only our tame techno-geek Andrew 'Hank' Hill – a man who's natural environment appears to be dark rooms illuminated solely by pale, flickering monitors – seems unfazed.

So Team DBR is looking even more knackered than normal but it's been worth the accelerated aging process. Because after months and months of meetings and feverish behind-the-scenes activity the new all-singing, all-dancing DBR website is finally live (which is kinda ironic because we all feel like death!) So when you've finished with this month's mag – well, your first read through at least – flush the bog and head straight online, hook up to www.dirtbikerider.com and check it out. Then sign up for dirtZone – our new online off-road social networking community – and get some bench-racing going.

While we're on the subject of all that online business, there was a great victory for the MX fan on the street last month. People power is a marvellous thing – the downtrodden masses rising up against 'The Man' (by this I mean authority, not Roger De Coster) to get their democratic way – and it appears that Youthstream have buckled under the weight of public opinion.

For 2011 the only way we were supposedly going to be able to watch live GP action was either by going to the races or stumping up for pay per view internet streaming through Youthstream's MX-LIFE.TV website. Now if you were, say, a little cynical you might be wondering why – when Youthstream have justified so many of their controversial policies by endlessly banging on about 'live TV audience' and 'sponsorship potential' – you should suddenly have to fork out for an online subscription.

The press release YS sent out was an incredibly patronising and p*ss poor piece of spin doctoring. Apparently, for under 40 Euros MX fans could watch the whole season which – they were at pains to point out – was less than lots of us pay for just a month's subscription to satellite TV. Wow! Wow! And, just for good measure, wow! My Sky subscription gets me hundreds of bloody channels – plus Motors TV (for live GP action). And Babestation. Anyways, I didn't sign up but my mates who did were less than impressed with a patchy feed that, on checking the disclaimer on MX-LIFE.TV, they discovered was their own fault for having a crappy internet connection.

But there is a happy ending to this sad tale. Suddenly, the second GP of the season at Valkenswaard was back on Motors TV and you'll be able to watch the remainder of the season from the comfort of your own armchair – rather than that wobbly thing on wheels in your spare room/office. So what happened? Obviously Youthstream realised how upset the fans were and decided to spread a little Italian love by reverting back to a tried and tested crowd-pleasing formula.

Although if you were, say, a little cynical you might be wondering what new series sponsor Monster Energy – having forked out a fortune to back the world championship – felt about their huge live TV audience being slashed to ribbons by YS's attempt to milk even more money out of GP racing.

Either way, naïve or cynical, we're all winners...

Sean



You can catch chippy-loving Samson Eaton in action at the Bolddog FMX Championship on June 4



NEWSH PAW UND!

DEPUTY 'DIRK DIGGLER' DAWG'S DIRTY DELIVERY OF OFF-ROAD NEWS...

By the time you read this the AMA Supercross series will be done n' dusted and although print deadlines mean we can't report on what happens in Vegas until next month if you head online to the all-new www.dirtbikerider.com there'll be a full rundown of who won what, plenty of pukka pics and probably some video n'all. After you've checked out all of those you can then join **dirtZone** and get into a heated discussion about what happened with keyboard warriors from around the globe. Cool eh?

With the SX series out of the way and the Nationals about to begin there's a lot of hype over who's gonna be doing what. We're hearing that James 'Mack' Stewart's gonna blues n' twos his way to the first four rounds – at least – which should make the 450 class pretty interesting, as if it weren't gonna be interesting enough. On the subject of Bubba – or should that be blubber as he apparently broke down at the St Louis SX after taking an admittedly well-deserved Main Event victory – was that whole thing a real show of emotion or just a cry for attention?

Since starting filming for his reality TV show *Bubba's World* it's rumoured that James has gone out and got him some acting lessons and while the choking up and struggling to get out his words seem genuine enough for someone who's feeling so emotional there's just one thing missing – there are no frickin' tears. In fact, his

tear ducts are dryer than a Manhattan Martini. Now I'm no expert when it comes to the jerking of tears but surely if you're sobbing and stuff you're gonna get at least a little moist.

After sitting out the supercross series because he couldn't get a suitable deal, 22-year-old Frenchman Christophe Pourcel makes a return to competition with the MotoConcepts Yamaha team after racing Kawasakis for the past kazillion years or so. The 2006 MX2 world champ's pumped to be back and is said to be riding his new hoops like a good 'un. "I'm very excited to make a new start with a new team, a new motorcycle and some good people behind me," says Christophe. "It's going to be interesting to see what we can accomplish."

Not considered to be one of the strongest privateer teams around, it definitely will be interesting (there's that word again) to see if the #377 can run up front with the factory guys. Saying that, what sort of dumbass would ever discount someone whose comeback from life-threatening injuries to be a champion once more is nothing short of stunning? Not I.

Another fast Frenchie in action in this year's AMA Nats will be reigning MX2 world champ Marvin Musquin who lines up in the 250 class on a factory KTM. Musquin's been MIA since squishing some knee gizzards at Bercy back in the tail end of last year but is now back on it and ready to make his presence felt. He's also likely to mix things up at the

upcoming US GP at Glen Helen which will be his first major outdoor race since winning the title in The Netherlands last year.

Good news for us MX fans is that after a disastrous opening weekend for Youthstream's web channel MX-LIFE.TV and a whole heap of annoyance from the series' sponsors and teams – who all pipe up plenty of Euros to get their brands broadcast around the world – about the lack of coverage, YS hucked a big U-ey on their decision not to do a deal with the 'High Speed Television' channel Motors TV which meant service was resumed as normal for Valkenswaard on Easter Monday. The channel's CEO Jean-Luc Roy couldn't help but rub Youthstream's nose in it.

"After three years of exceptional coverage on Motors TV it was inconceivable that the Motocross World Championship could exist without the unique exposure given by the 'High Speed Television' channel and by it alone! The championship promoter immediately realised that Europe's first motorsport channel was integral to ensure such a high level broadcast in terms of quality and quantity. For the next three seasons, fans of motocross are now certain to be able to follow their favourite championship in the best possible conditions!"

So that's the AMA Nationals live on your telly box on a Saturday evening, the MXGPs on a Sunday afternoon and the Maxxis British champs shown indiscriminately on Sky Sports at random o'clock – British motocross fans have never had it so good in

a televisual kind of way! And couch potatoes will also be glad to know the latest instalment of video game moto-madness is headed to sweaty games stores soon as MX vs ATV Alive is released on the Xbox 360 and PS3 but unfortunately not the Colecovision – bummer. For more info check out www.mxvsatv.com

If you like seeing your racing action live and that here are some must-see events that are headed our way soon. With the British championships taking a lengthy break until the end of June and the Red Bull Pro Nationals having just run at Landrake the next big events on the UK scene are the Wulfsport British Masters at Whitby on May 14/15, rounds two and three of the British Enduro Championship at Harwood, Northumberland, on May 21/22, two days of British Sprint Enduro Championship action at Adstone in Northamptonshire on May 28/29 and the opening round of the Rhayader Evening Series on June 1.

T'weekend after that high-flying freestyle action returns to the UK with the Bolddog FMX Championship at Rougham Airfield near Bury St Edmunds. Most of the UK's top riders are scheduled to appear including our very own X-Fighter Chris Birch, Jamie Squibb, Dan Whitby, John Pearson, Ron Powley, Ryan Pasch and – provided he can stay away from the chip van – firebreathin' Samson Eaton. The action all kicks off at 7pm although there's a pit party and stuff that'll feature Bolddog Babes and streetbike stunts from

5.30 onwards. For more info on this awesome event check out www.bolddogfmx.com or call 07766 567007.

The opening round of the X-Fighters World Tour went off down on the beach in Abu Dhabi where 23-year-old super Spaniard Dany Torres kicked sand in the face of Andre Villa, Nate Adams and Blake Williams to take a well deserved win. The second stop on the tour is in Brazil on May 28.

If you swung by the Relentless Suzuki by TAS awning at FatCat for the RBPNS you'll not only have seen BSB star Josh Brookes replacing a clutch in Mel Pocock's bike between motos but also multi-time South African MX champ Damon Strydom who's now living over here full-time and looking for a ride. Damon was spotted putting in some proper fast laps at FatCat a few weeks later on a certain orange team's race bikes although there's no news of a deal being done just yet.

And finally, the MX2 podium celebrations at the very same meeting took an unexpected turn when during the champagne spraying part of the ceremony overall winner Elliott Banks-Browne delivered a massive load of the sticky stuff right to Scott Elderfield's chops. As Jackie Gleason would say "pow, right in the kisser"! From the look on Scott's face he didn't seem to mind so much although I'm sure I heard someone comment "boo, cacky". I'm assuming whoever it was isn't a fan of the taste of the MCF's finest champagne, or something...



© Frank Hoppen



Marvellous Marv will have a point to prove when the GPs rock up at Glen Helen

South African champ Damon Strydom's looking for a UK ride

EBB's aim is bang on the money with a Moet monocle for Elderfield



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A BAR FOR EVERY RIDER.

WIN! WIN! WIN!

PRO TAPER HANDLEBARS UP FOR GRABS

For the past two decades **Pro Taper** have been banging out braceless 1 1/8" Taperwall handlebars and during that time they've proved to be very popular, very successful and quite often copied. To celebrate **Pro Taper's 20th anniversary** of producing pukka products we've hooked up with the good old boys at **Apico** – who are responsible for bringing 'em into the UK – so that each and every reader of DBR can try and win a pair of their own for free!

Current king of the extensive **Pro Taper** range is the EVO handlebar which has a 4mm wall design that makes it nice and light while offering the rider a sensitive feel. And it's because of that feel that the EVO is the official handlebar of the Rockstar Makita Suzuki Race Team in the US and Rob Hooper's Maxxis Apico Suzuki team over here which means that the EVO gets put through its paces by Ryan Dungey, Brett Metcalfe, Kayne Lamont and Scuba Steve Clarke.

If you want to feel up a pair of EVOs for yourself you can either pop down to your local Apico-supplied dirt bike store with £94 in your pocket or you could try to win a pair for nowt in our oh-so easy to enter competition. To be in with a chance of winning all you have to do is know the answer to this stupidly simple question. In what year did British **Pro Taper** sponsored athlete Steven Clarke win the 85cc world championship?

Was it: A: 2010
B: 2005
C: 1991
D: 2001: A Space Odyssey

Think you know? Good. Now head straight to your PC and log onto www.dirtbikerider.com or use your smartphone to scan the **QR code** that'll transport you directly to our homepage. Once you're there click on the competitions link, fill in the fields and hit transmit. The competition closes on **June 9** with the first three correct answers chosen at random after this date each winning a pair of **Pro Taper** EVO handlebars (provided The Bear hasn't guzzled them all in the meantime).

PRO TAPER HANDLEBARS



BACK IN THE DAY!

A RANDOM TRAWL THROUGH THE
DIRT BIKE RIDER ARCHIVES



August 1991:

His lad Kristian's making some serious waves this year on a Samsung Yamaha but Jeremy Whatley is a seriously hard act to follow. Jem graced our cover almost 20 years ago getting seriously out of shape at the top of the Hawkstone Hill as we went nuts in 1991 for the British 500 GP...



June 2005:

Rocking horse sh*t, flying elephants – both pretty rare but neither as uncommon as the sight of the great Stefan Everts crashing! Well six years ago we had evidence that the 10-time world champ did occasionally bite out so we slapped it on the cover! Also inside we test Honda's latest 450 woods weapon, catch up with Paul Cooper and report on another SX title for Ricky Carmichael...

To trawl through more back issues of DBR simply scan your smartphone over the QR code opposite or hook your PC up to www.dirtbikerider.com and click on the Digital Vault button – new issues are constantly being added so keep checking back...



THE REVEREND

MANY HAPPY RETURNS!

JAKE CELEBRATES HIS 21ST BIRTHDAY AND MOVES SEVERAL STEPS CLOSER TO GETTING BACK IN THE SADDLE...

Words by Jake Nicholls Photo by Suttty

Hi everyone, I hope you are all well. It's normally the time of year that I'm ranting on about the weather being too dry and needing rain on the tracks but I'm quite the opposite as I haven't been on a bike in seven weeks since doing my leg so I've been enjoying the sun and lack of rain. But it's coming closer to the time where I will be moaning about it again...

Since I last wrote I had my 21st birthday which doesn't seem right as I still feel 15 driving a van illegally – not that I did that but anyhow. It was strange being at home for my birthday as the last two years I have spent it in Bulgaria for the first GP of the year. I got some nice presents from family and friends – one that stood out was a beautiful big picture on canvas of Percy that Blu got me. I was a bit breathless but very happy at the same time as it was one I took of him laying in a little suntrap looking out over our lake so I'm going to hang it up on my bedroom wall looking out over the same place.

Ryan Houghton and his mum came over and dropped off a seriously cool cake she had made for me – it was in the shape of my front number plate. So nice of them to do that for me and it lightened me up a bit. Ryan shares the same birthday as me too – can't believe he's only 16. Really believe he's got a bright future and he's got a good family behind him.

By lunchtime my mates were turning up and we soon headed off to a big clay pigeon shooting ranch on the road for an afternoon with the 12 bores. I got in a golf buggy which as you can imagine got a hard time – got some pretty good wheelies on the go too with a few of the boys hanging off the back. We had a good afternoon and it was nice to have my dad and the Holeshot King there too.

We got back about five and readied ourselves for a meal at Jamie Oliver's restaurant which was lovely and I had a couple of beers for the first time since New Year's Eve. At this point I still had my aircast on so I was limited to what I could do training wise but I started cycling with it – my good leg clipped in and the bad leg on a big flat pedal with the boot on. My first week cycling I did 11 hours in total which I was real happy with as it was getting me out of the house for half of the day and in the afternoons I was doing an hour-and-a-half in the gym with Steve doing boxing and circuits, obviously adapted to my injury.

Ben Townley came over a couple of days before Lyng and I got to know him and his family better – he's a really genuine guy and he loved the training Steve

and I do so that put a smile on our faces as he has trained with the best all over the world. I've always looked up to him since he came over years ago and so has my mate Tom so when we rocked up at Tom's local pub and sat down for some grub with him I think he had to slap himself when he got home as he couldn't believe what a normal guy BT was.

That weekend we went and watched the British championship at Lyng which was pretty crap. I love that track and it's my local race too. I sat up in the top field for most of the day with a face like a smacked ass. But my motivation was at an all-time high after watching so it did me some good I guess. The next day was pretty cool as Blu and I went to pick up our new Jack Russell puppy Jeff. He's only nine weeks so he's not as big as my flipper feet yet but he's so cool and it's nice to have a little friend around again – he's not a replacement for ole Perc as that would not be possible, he's just Jeff.

That week it was Blu's birthday so we celebrated before she went off on holiday with her family. I also got the all-clear that Wednesday to take my aircast off and start walking and building up the muscles around my ankle. That weekend it was the Valkenswaard GP so Steve, Trav, Shaun, Tom and I hopped in the camper and went over. It was a pants weekend for me watching but I did a bit of commentary with Paul Malin which was fun and someone on my Facebook fan page dared me to say the word 'sardines' somewhere in it so that was the reason for my cheesy start comment 'packed in like...' The highlight of the trip for me was stuffing myself with tinned kidney beans on the way home and lighting the farts that they produced! All hell broke loose the next day though...

Since then I've had my head down training harder than ever and I honestly believe I'm fitter now than ever as I've had nothing else to do other than work my ass off. I'm sat here now icing my ankle just to help with recovery after exercise and I hope to start riding this weekend so I can't wait for that. Depending on how I feel once back on the bike will determine when I start racing again but I would like to come back at the St Jean GP but I intend to be faster and stronger when I come back and it's looking good at the minute.

Thanks to everyone for the support and fingers crossed I can give you something to cheer about very soon. Apologies on another irrelevant column – hopefully I will have some good riding talk next time.

Go Hard #45





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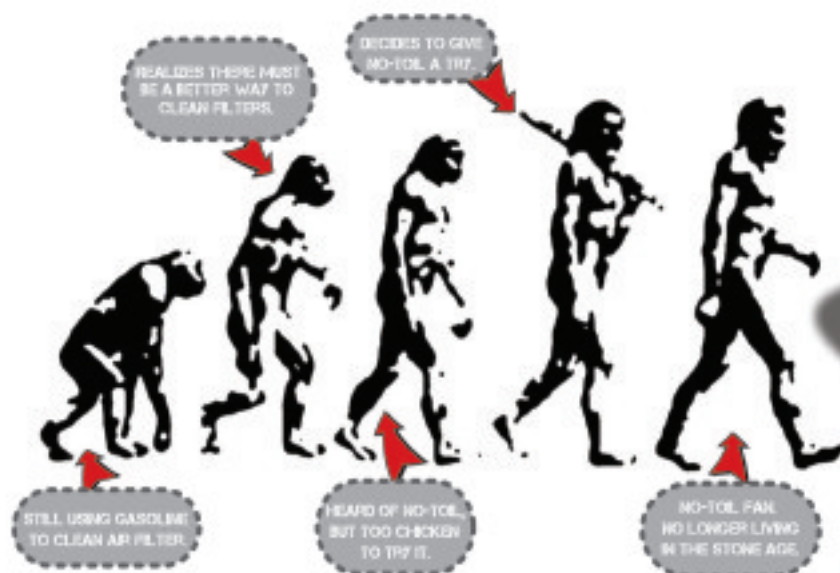
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BLOOD SWEAT AND GEARS

Welcome, race fans, to your monthly Blood, Sweat and Gears column. By now the season is well under way and our crew are out and about capturing all of the action so that we can bring you all the thrills and spills directly into your living room.

And what action we've been catching. We kicked off the month by filming some explosive British quad racing at Silverstone, fantastically presented once again by Nora MX, before heading down to Devon where we enjoyed another cracking slice of cross country mayhem with the GBXC series.

As this brand of off-road sport continues to grow the GBXC has surely got to be one of the best series out there, setting new standards for fans and riders alike.

We also rocked up at the opening round of the Worcestershire grasstrack series with top quality riders from the world of grasstrack, speedway and, of course, those fantastic 1000cc sidecars. Just the sound of them screaming round the track is enough to make the hairs on the back of my neck stand on end – I love them!

It was off to Hereford next for round two of the British Masters of Motocross. It's hard to believe this series is now in its 10th year. It's still a fantastic flagship for the AMCA, taking in great tracks that cater for amateur, pro and youth classes.

On top of that I've been getting out as much as I can on the Suzuki RMZ450 which has been donated to the show for a long-term test drive. I can tell you that it's been very impressive so far – in fact I think it'll be me that will break before anything on the bike does! I'm already nursing a red-raw elbow and the dead leg of all dead legs. Last night it took me nearly half-an-hour to haul myself off the settee and drag myself upstairs to bed. But the memory of the thrill of riding the RMZ more than made up for the pain and served as nature's anaesthetic! I'm really looking forward to putting the bike through its paces at the GBXC in Lancashire later in the season.

A lot of you have been messaging us asking when the new series is going to start. Well, very soon is the answer to that. We're just in the process of making a couple of major tweaks to the show's format to make it even more entertaining. There's also some other very big news in the pipeline which I can't wait to officially announce but for now I've got to keep my lips sealed.

If you want something to whet your appetite in the meantime, check out the official Blood, Sweat and Gears Facebook page – we're about to start running a few exclusive trailers for the new season.

Until next month, ride safe.

Paul Minihane

BLOOD SWEAT AND GEARS will be back on the Extreme Sports Channel (Sky 419/Virgin 527) soon. Check listings for details.



CROCKSTAR

A CUT ABOVE?

GORDY'S THINKING OF CHANGING HIS NAME TO ANTON, HANGING UP HIS BOOTS AND BECOMING A FULL FACTORY SALON OWNER...

Words by Gordon Crockard Photo by Suttty

Moment of clarity – I will retire from motocross and take up studying to be a hairstylist with the end goal being the owner of a modern age hair salon.

Think about it, hair will always need cutting so there's a guarantee that work will constantly walk in the door. You make your money every day surrounded by women, often easy-on-the-eye women. Injuries are minimal, travelling is low, performance pressure stress non-existent, weather not a factor. If at the time of trying to come to a career decision during my late school years I had been suggested this route I'm pretty sure I would have laughed my head off at how ridiculous a hairdressing salon direction for me would be.

Life after motocross is a fearful topic for the majority of the genuine professional racers. It would amaze many if it were to be known what some of the best champions we have ever seen have followed on to do for a living once they cease racing to pay the bills. Security guards, taxi drivers, shop attendants, commercial aircraft pilots, digger drivers, unemployed, mechanics, pub owners, DJs, bicycle shop owners, commentators, car salesmen – I could go on.

All of the above are genuine jobs taken by real MX champions who have gone on to earn their dollar doing regular every day work. Non MX-related people don't realise who they are dealing with when they engage with these sporting legends. Talented derelicts lie throughout the land unknown to the common man who just sees them as another average Joe. No-one ever throws their leg over a bike for the first time having just made a decision that they are going to use the sport as their method for putting food on the table and a roof over their head. It always happens without intention. Just a hobby that becomes really cool when you're given prize money for winning. Very similar to a musician's path in many ways.

I used to play the piano when I was young, maybe should have stuck at it and made my millions that way instead. A wee bit less dangerous and I could rub shoulders and such things with Adele! Get a Full Factory Yam piano.

Maybe even get it tuned!

Whiplash sucks. A full month I have been lumbered with that. I have taken for granted how much you use your neck until now. It'll get better of course but OMG I am so over it. I look forward to the day when it doesn't hurt anymore.

On Easter Monday at an Irish championship at Desertmartin I got a rock smash me on the goggles and burst open a gash in my forehead just above my eye. People say to me "oh, you were lucky" and I'm like "are you serious, I just got my head bust open with a rock"! However, I do see their point – it could have been a bit lower and hit me in the eye. Against, that is, it could have been a bit higher and missed me completely.

It must have been the highest-level germ-carrying rock known to man as I woke up on Tuesday with level 10 illness of the lurgy, coughing kilos of evil outta myself and with what I can only describe as a golf ball wedged in my throat. I was dying. Probably looked liked John Coffey from the movie The Green Mile. Big deal you're thinking. Dry your eyes. Man flu. It's merely a cold. Well, I can't express how scrap I was when I went to Milton for the Maxxis a few days later. There's a break in our schedule and I am so looking forward to getting healthy and pain free. Then it's back to a level playing field at least and I can show up and run out some results that aren't embarrassing.

Lyng was exciting for about a lap of each race. I made three awesome starts but incredibly had three drama drama stories of crashes, take-outs and collisions etc on lap one of each of the races. Townley hit me like a move you'd see on X-Box. Tom Church and Jason Dougan were chopping lumps out of each other and Tom ending it by falling over on top of me. I crashed by myself in the other likely due to being so exuberant that this was as close to leading a British race as I'd been in 2011.

After getting a chance to re-group I hope to attack again for mid-June. All of my goals are reset...

Handwritten signature
dirtbikerider 19



WE'RE LIVE!

CHECK OUT OUR NEW WEBSITE AND SIGN UP TO dirtZone

It's been a labour of love – at times the sort of intense, obsessive love that results in tear-stained pillows and restraining orders – but the new DBR website is finally live!

Working closely with our online partners Addictive Interactive for much longer than any of us would care to admit, our relaunched webby sprang into life at the start of May with just a few teething troubles that by the time this issue hits the shelves will have been completely ironed out.

Hook up to www.dirtbikerider.com and you'll find among a whole load of stuff a raft of breaking news, informed (and sometimes ill-informed) opinion, competitions, star columnists, a fully-searchable dirt shop and the free-to-browse DBR Digital Vault where we store our electronic back issues. Even more exciting though is dirtZone, our all-new dirtbike-dedicated social networking site where you'll be able to chat with your mates, upload your pics and videos and generally enjoy the craic...

One of the best things about dirtZone is our loyalty points system – basically, once you've signed up the more you interact the more points

you'll get which can then be traded for some great swag provided by the site's sponsors. And to celebrate the launch of dirtZone we've got a mega comp lined up to win a full Twisted 7 Kawasaki race package.

To enter the comp you need to earn 2,500 points before High Noon on August 5 when we'll then send you out a question. Get it right and you could win a Twisted 7 replica BW85cc Kawasaki with a full Pro Circuit exhaust pipe. How does that sound?

But that's not all! The lucky winner will also get personalised graphics to go with it plus personalised One Industries kit and skid lid, 661 boots, a set of rubber from Goldentyre, a Spectro Oils racing package, Renthal handlebars and chainwheels, a pair of DC shoes plus a DC tee and beanie, some Muc-Off to keep everything sparkly clean and a crate of Monster Energy to wash it all down with!

So what are you waiting for? Run your smartphone over the [QR code](#) or hook up your PC to www.dirtbikerider.com and check out the new site, then click on the dirtZone link, sign-up and get collecting those points!



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SWORDY

SWINGERS!

TEAM CCM TEE OFF AND DICKIE'S GOT A SWING LIKE AN AXE MURDERER, AUSTIN'S BALLS KEEP LANDING IN THE SAND, DT'S A HOOKER AND SWORDY'S STRAIGHT DOWN THE MIDDLE...

Words by Stephen Sword Photo by Sully

This month kicked off with Ayrton's second birthday – seems like only yesterday he was born! Jodie arranged the whole party. We booked a room out at my local gym where there is a soft play area and lots for the kids to do. It was a great day and Ayrton enjoyed having all his little mates there. I'm still in trouble as I haven't yet built his playhouse in the garden. I've got a couple of weekends off soon so it's booked in for then...

The next British round took place at Lyng. I always enjoy racing there and was looking forward to the day. I travelled up on Saturday morning with DT and Dickie Dye – we had a round of golf booked in at the place where we were staying but we popped to the track first to have a look before heading to the hotel where Austin Clews was waiting for us to tee off. DT had his race head on and had been practising for three weeks solid, Dickie was zig zagging up the fairways but still making par somehow (how?), Austin was spending a lot of time in the sand and I was not having the best start.

The games began after the first nine holes. We had two buggies between us and Austin started ramming DT and me – it was like bumper cars for a few holes. Then while DT and I were on the green putting Dickie found a stick and wedged it on the throttle of the car so when we both turned round all we saw was our buggy heading for a tree. We just laughed our heads off. But we were deadly serious when it came to the most important thing – the final result – and I took victory. If you speak to DT he would say he let me win as he didn't want me to go into Sunday on a negative. Whatever.

Sunday started good and I qualified fastest in Super Pole. This year was the first time that they used a concrete start. Race one was good racing with TC, Brad and myself. I got past TC into second and closed a little on Brad until I came together with a back-marker and slipped back to third. I got myself back into second as I crossed the line. Race two I led from start to finish to take the win. Race three I rode bad, ending up third and second overall on the day.

We had a weekend off before the next British

at Milton Park so I just rode and trained hard those two weeks. On one of the days I went to the open day of a new track by me called Grittenham MX. Justin Barclay revamped the track, the jumps are nice and it's close to home which is always a bonus.

On Good Friday I went to Marshfield to watch the Mike Brown Memorial Race. It's a fun day and the craic around the pits is always great. A few of my mates were riding so I was giving them some encouragement and stick. It's rare to have a weekend off over Easter. I remember back in my younger days when I was riding for Holt JCB Kawasaki with TC and Huck – we would race on Good Friday, a British championship on the Sunday and an Under 21 British on the Monday. Then Mike Church would have us up the next day driving a dump truck.

I headed up to Milton Park on the Saturday to check the track out as it was a new venue although I have raced there before over 15 years ago as a schoolboy. The whole day never really went to plan and was something that cannot happen again if I want to win the title. We are now at the halfway point in the championship so still lots of points up for grabs. I lost a good few points on Brad and Kristian which is more than I would have liked but thinking positive and looking forward is the only way. I'm really pumped for the Red Bull at Landrake this weekend – by the time this goes to print you will already know the result. A good one for me I hope!

I'm about to take Ayrton swimming in a bit, he's stood next to me with his goggles in one hand and his armbands in the other. He loves it until it's time to get out the pool and come home so we end up staying in for about two hours. Good times! He has now come down the stairs with my swim shorts and goggles so I guess that's time for me to go. "Come on daddy, come on daddy," that's all I can hear.

Looking forward to bringing you some positive stuff next month...

Braaaaap #2



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WIN! WIN! WIN!

Rockstar/Etnies/Hart and Huntington Jeremy 'Twitch' Stenberg prize package

X Games gold, silver and bronze medallist, X-Fighters and Dew Tour stop winner and now LOORRS Super Lite champion – Jeremy 'Twitch' Stenberg is an extreme sports legend in his own lifetime.

To celebrate the heavily inked athlete's surprise move from the Metal Mulisha to join Carey Hart's Premier Motorsports/Hart and Huntington Off Road Team the gringos at www.freestylextreme.com have pulled together an awesome prize package that money just can't buy and guess what? One lucky DBR reader has to win it all!

For starters there's a signed (by both Twitch and that other famous freestyler Mike Mason) Rockstar hat that's most definitely only available to Rockstar athletes – don't ask us how we got it or else we'll have to kill you – and has basically come straight from the States and is very unique! As well as that sweet ass item of headwear, Freestyle Extreme have also teamed up with the great people at Etnies to give away a signed Twitch poster and a pair of the all-new Etnies Twitch shoes. There's also a huge array of Hart and Huntington gear to be won too – three Rockstar H&H Tees, a Rockstar H&H Hoody and a H&H flat bill cap. And if that's not enough the lucky winner will also win a crate of Rockstar Energy. All in all there's about

300 bones worth of stuff as well as that priceless hat. Neat huh?

To be in with a chance of winning this oh-so awesome prize we're gonna make you work for it. Back on May 2 Twitch tweeted a picture with a caption from his account at twitter.com/twitchthis. What we want you to do is tell us how the caption – 'Hope she don't go down in them daisy dukes...' – ends.

Is it:
A: she'll be beef jerky !!!!
B: she'll turn into a turkey !!!!
C: I'm gonna call her Gerty !!!!
D: it's gonna hurty !!!!

When you've found the answer stay online and log onto www.dirtbikerider.com or use your smartphone to scan the **QR code** that'll transport you directly to our home page. Once you're there click on the competitions link, fill in the fields and hit transmit. The competition closes on June 9 with the first correct answer chosen at random after this date winning the lot (provided The Bear hasn't sold it all on eBay to buy some sweets – midget gems are his favourite *wink wink*). If you're struggling to find the answer here's a clue... What would Arthur Fonzarelli say?

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Shane Holmes wins the opening round of the MX2 championships

KERRY GOLD!

SHANE HOLMES AND CLINTON BARRS LEAD THE WAY IN THE AMCA CHAMPIONSHIPS AFTER THE OPENING ENCOUNTER AT KERRY...

Photos by Mike Wood

With the reigning MX1 and MX2 AMCA champions swapping classes for 2011 there's an air of excitement at the opening round of the championship as everyone knows new champions will be crowned this year. While Lee Dunham moves to MX1 with the full backing of the Maxxis Henderson LPE Kawasaki team on a highly-tuned KX450F it's a very different story for Ben Saunders who starts the year at a potential disadvantage – he's one of the few riders riding a 150cc two-stroke in the ultra-competitive MX2 class where horsepower is king.

And when the gate drops for the first moto it's the 250cc four-poppers that rule the roost with Shane Holmes taking first blood on the IDS Transport Yamaha after working his way past early leader Paul Neale. After crashing on the opening lap of moto one, Jack Taylor makes amends second time out by taking a gate-to-flag victory while SPS Honda's Sean Frayne does the same in the third and final moto.

Overall it's Holmes who takes top spot courtesy of a 1-2-4 scorecard while Taylor's 10-1-3 is good enough for second ahead of Frayne's 12-4-1. That gives Holmes a decent lead of 16 points over Taylor heading into round two but with seven rounds left to run there's still plenty to play for.

Superclass runner-up Richard Cannings is on fire at Kerry and rockets to two race wins before coming off his PJ1/Craigs Motorcycles Honda in moto three and suffering a shoulder injury. With Cannings out Glen Phillips takes the final moto victory although it's Clinton Barrs on the Delkevic Kawasaki who wins the overall with a 2-2-4 scorecard. Phillips' 4-4-1 gives him second overall while Superclass champ Lee Dunham goes 3-3-2 to round out the podium.

So after three hard fought races there's just one point separating the top three. Tune in next month for all the action from round two at Tunstall Hall and round three at Hawkstone Park.

SERIES STANDINGS

MX1

1	Clinton Barrs	155 points
2	Glen Phillips	154
3	Lee Dunham	154
4	Brad Turner	120
5	Richard Cannings	120
6	Luke Meredith	115

MX2

1	Shane Holmes	161
2	Jack Taylor	145
3	Sean Frayne	138
4	Lewis Abbott	132
5	Paule Neale	131
6	Ben Saunders	125



MAX POWER

SNAKE CHARMER!

IT HASN'T BEEN THE BEST OF MONTHS FOR MAX BUT NOW HE'S BACK IN CA AND ROOSTING ALL THE RATTLES...

Words by Max Anstie Photo by Ray Archer

So I'm pretty much pissed off with all this losing. I spent a lot of time back in Europe and it didn't exactly go to plan. I have been fast enough to be in the top three but bike problems and other rubbish have kept me away from that.

I should be racing SX with the guys I was racing with last year but I'm not. So I am pretty much ready to throw down at Glen Helen. Even Zoey got beat yesterday in this smelly pageant in San Diego. So, yeah, not so much great things happened this month.

It feels like I have had problems for ages and everybody else has been living the dream. But I know that I haven't been out wasting my time, I have done all the work I can and have sacrificed all that I can and I have worked harder than everyone else so it's only a matter of days before things start clicking and I'm back in the game. I just want to be racing these guys.

On a slightly lighter note I got to see my little baby bro Kingston Danger Anstie and hang with him plus I got to ride on my new SX track my dad has been building all year. So doing some triples was nice and getting puked on by Kingston was cool. We have been seeing loads of rattlesnakes in this last week since I have been back. I think it's because I've not been riding on the track so they have all come out to attack us.

So before I got back to the USA it was my 18th birthday – unfortunately, I spent it going through the fence at Valkenswaard and running my practice mechanic over plus getting some serious beatings in the sand. But the Monster girls sang me happy birthday and all gave me kisses which was cool and I got some great presents so it wasn't so bad. Plus a couple days before was pretty fun when my friends from England came over and took me to the indoor snowboard centre where I shredded the slopes.

I'm going to do my work over the next few weeks before Glen Helen and go and win some motos. I'm feeling good now and have got the first two GPs out of the way so I'm ready to rock. It's so nice to be back in sunny CA where I can do my work properly with no distractions.

While we were back in the UK we did get to see my little bro TJ and take him over to Holland for a few days. He hadn't been allowed to ride for ages so he really enjoyed himself. We also had a load of my buddies come and ride at my track in England so I could see all those guys again and have some fun doing some Nac Nacs. Sorry it wasn't really an exciting month but I promise the next one will be much better...

Back to business – I'm just heading out on my SX track now!

Max



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KEVIN WINDHAM

THE ELDER STATESMAN OF AMA RACING, K-DUB LIKES SKIPPING, RIPPING AND – WHEN HE'S ALL POOPED OUT – KIPPING AS WELL...

Interview and photo by JP O'Connell

Q: I think you've finished runner up in SX/MX about nine times – what would it mean to you to be able to grab that elusive title before you retire?

Tony Irvine, Sutton Coldfield

A: "It would be great, it's pretty much what we've always been going for but for tons of different reasons we just haven't gotten it done. At this point the career has changed so much. It's come full circle – I still want to win but I'm not too worried about the fact that I haven't won a championship because my career has been awesome. There are champions I wouldn't want to trade careers with. I'm really glad with everything I've been able to accomplish."

Q: As someone who seems to have been riding forever how much time do you spend on physical fitness and what form does it take?

Kirk Merrick, Eastbourne

A: "After riding for so many years my body is just used to it. My body is so used to riding I just know what to do but on the other side of that I try to change it up. When I'm home I run, jump rope and that kind of stuff."

Q: With which rider have you had the fiercest rivalry with during your career?

Martin Hendrick, Lyme Regis

A: "I'd have to say Chad Reed probably and Ricky Carmichael. Ricky was on the track, Chad was on the track and off the track."

Q: Do you see yourself remaining within the industry when you retire from riding or will it be farming life?

Simon Topp, Truro

A: "I am scared to retire so I don't put a lot of thought into it. I know the industry will provide for me for as long as I want to stay around but can I stick around here without the excitement of riding? I'm not so sure. I'm busy at home too with Planet Fitness, all the things I do around the house and who knows what my kids are going to want to do. I got this far in my life from my parents supporting me in racing and I want to be able to do that for my kids when it gets to the point of them knowing what they want to do."

Q: Does your family travel all over the country to the races with you?

Rich Bowker, Shaftesbury

A: "My family used to but now my family is too big plus they're in school now and I leave before they get out so it's tough. Honestly, when we started having kids I didn't think I'd still be around for as long as I have been. They make it to some races so we do what we can but it's difficult raising a family and being on the road a lot."

Q: You stood in for Davi Millsaps in last season's outdoor Nationals and promptly went on to win the overall at Steel City. Knowing that you still have the speed are you tempted to race the whole series this year?

Paul Treacher, York

A: "I am tempted. Every time the gate drops and you're not behind it you feel like you're losing a bit of yourself. We're all racers at heart so it's a big deal to miss one. There are a lot of things in my life I need to juggle and motocross is one of them. I need to do my best to stay successful, get to my retirement at 2014, raise a family and take care of everything else but with that said we are considering outdoors at this point."

Q: Do you look at Chad Reed's '09 outdoor title as something of a missed opportunity for yourself?

Neil Smith, Doncaster

A: "Things always happen. I'm not saying Reed didn't deserve it but things happen. The fastest guy doesn't always win, guys get hurt. I don't want to discredit people by saying so and so didn't win it. You have to be there to win it, I wasn't there so I couldn't win it."

Q: Have you ever competed in the X Games Best Whip contest and if so how did you do?

Justin Briars, Leyton

A: "I have never done it. I prefer to whip off of dirt instead of metal."

Q: What do you like to do in your time away from MX?

Tim Cowell, Surrey

A: "I don't have a lot of time away from racing to be honest with you. If I do get away though it's during the summer and I like to take out my Mastercraft [boat] and chill on the lake, wakeboard, surf, tube and just be in the water."

Q: If you could give an amateur one piece of riding advice as regards getting faster what would it be?

Shaun White, Wyke Regis

A: "You've got to work on your skills, be able to learn tons of different situations you'll encounter over your career and stuff like that. But what I've found from the guys who make it and the guys who almost make it, the difference is usually that they're not having fun. Sounds corny but honestly you have to make sure you're still having fun and finding ways to keep it interesting. There's a lot of commitment and dedication to it. Honestly, I almost hung up my boots when I was young because I was more concerned with high school dances and hanging out with friends. Usually that's what's most important to kids at the age where they have to put the most work in so it can be tough."

Q: As you don't race the outdoors anymore do you let yourself go a bit and eat and drink what you want during the summer?

James Martin, Clovelly

A: "Oh yeah, when I'm off, I'm off. I have fun, I let my hair down and be normal. Some of the most difficult things about being an athlete is discipline so when I'm off I definitely let go and enjoy it."

Q: You are hugely popular with the fans on both sides of the Atlantic – how much of a boost do you get knowing that everyone wants to see you do well?

Stuart Kemble, Nantwich

A: "It's a huge part of why I'm here, especially at this point in my career. It's very special and I'm very glad to have my fans. It's most everything at this point."

Q: When you won the '08 mudfest at Daytona did you have any idea that you had passed Reed and that you were riding for the win on the last lap?

Sam Mortimer, London

A: "I did know that he was down, it was so muddy you couldn't see the number plates but I did know I passed him. I still had two turns to go and that track was nasty so I knew that there was a chance I might not make it so I didn't want to get too excited."

Q: Is there a small part of you that wishes Ricky Carmichael had been born about 10 years later?

Connor Stevens, Wells

A: "Yeah, you know, obviously he's a tough competitor and I got sized up against him but that's the way it goes. More than that though, I just wish I would have beat him more."

Q: You're renowned for having a smooth style and excellent form. Is there anything that you feel you could improve as regards your riding?

Jeff Brookes, Malvern

A: "There's always things you can make better about your riding. This sport is ever evolving. There are always new guys coming in, bringing in new techniques. If you're not moving forwards then you're moving backwards."

Q: My wife and I were at Vegas last year and saw you ride through the stands and jump down onto the track before throwing a huge whip off the back of a berm in the opening ceremonies. How much time do you get to practice that and is it more nerve racking than the actual race?

JP O'Connell, Yeovil

A: "Opening ceremonies are very nerve racking. Half of the season, before daylight savings time, it's in the dark. The fans love it, I love it, it's so exciting for me so I'm going to continue to do it. If I'm lucky I get one practice attempt at it before the Main Event."

NEXTMONTH TOM CHURCH >>

Factory CCM pilot and Don MJ's right-hand man in the Marshfield Mafia, to put your question to TC fire off an email to dbrproprobe@googlemail.com – *capiche?*

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MAGEE'S MEN!

NEW BOY JORDAN BOOKER HOOKS UP WITH THE G-MAN GRAEME IRWIN TO FIND OUT WHO'S THE ALPHA MALE OF THE TEAM...

Interviews and photo by JP O'Connell

DBR: Who would play you in a film of your life?
GI: "It would have to be the guy from Talladega Nights – Will Ferrell, he'd be perfect!"
JB: "Will Ferrell, he can play anyone and pull it off."

DBR: When did you last clean an air filter?
GI: "I reckon only a couple of months ago."
JB: "I tried a couple of years ago, I mean I change them all the time it's just that I don't have the patience to clean them properly!"

DBR: What was the last lie you told and who was it to?
GI: "I won a small local race a couple of weeks ago so I phoned my mum to tell her I'd finished 31st for a bit of reaction!"
JB: "I try not to lie but it was probably something to my mum."

DBR: Could you check your own valve clearances?
GI: "I know how to check them but I wouldn't know what they should be."
JB: "No way, I know where they are but I wouldn't know what to do with them!"

DBR: Something you eat that you know you shouldn't?
GI: "That's definitely going to be Domino's pizza!"
JB: "I eat a lot of Jaffa Cakes and I do like ice cream."

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?
GI: "I would put a nice pass in if it was the last corner, if I could squeeze him and block him out then yeah I would, it would be rude not to!"
JB: "Yeah, definitely! I mean I'd try not to kill them but if it's for the win then you've got to go for it!"

DBR: Do you own a pair of pyjamas?
GI: "No but I'm thinking of investing!"
JB: "Only ones from when I was younger."

DBR: What is the highlight of your career so far?
GI: "Probably winning the first race at Little Silver in 2010."
JB: "The whole of the EMX 125cc championship season of 2010 was pretty amazing – getting out on the GP circuits and being there with the best riders and the atmosphere was cool."

DBR: What car do you drive?
GI: "Well, at the moment I've got a Renault Master but it's soon to be upgraded to a Renault Traffic – I know how to live!"
JB: "A Ford Thunder pick-up truck. She's a bit tail happy though – as soon as it starts raining the back end starts coming round!"

DBR: And if money were no object?
GI: "Umm, I've always liked the top of the range Ferraris."
JB: "I'm an Aston Martin type of man, maybe a DB9."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?
GI: "Not yet!"
JB: "Not since I was younger and riding 60s, coming up with any excuse like you've got a flat when there's still plenty of air in it!"

DBR: If you could change anything about yourself what would it be?
GI: "To look like – who gets loads of women? No, hang on, it would be that I didn't have to wear contact lenses."
JB: "I don't know, I'd probably get rid of my curly hair."

DBR: If you could meet any person – dead or alive – who would it be?
GI: "Ricky Carmichael."
JB: "Jessica Alba – there's a bit of a crush going on."

DBR: If you could have any super power for a week what would it be?
GI: "To be able to knock 20 seconds off of my lap times! No, you'd have to be Superman for a week wouldn't you?"
JB: "It's got to be to be able to fly, I could do a lot more if I could fly."

DBR: If you were shipwrecked on an island what three things would you want with you?
GI: "Definitely a motocross bike, a fuel pump and my girlfriend."
JB: "My bike, a bed and my laptop."

DBR: What's been the most embarrassing thing you've done while drunk?
GI: "It was after the last GP of the year in Italy at the KTM party. Apparently I was going around the room, out of my head, shaking the hands of all of the top managers of KTM! I only found out the next day!"
JB: "To be honest I don't really ever drink."

DBR: Favourite race you've ever been in?
GI: "Probably the Swedish GP because that was the first full GP I did away."
JB: "Fermo at the last EMX of the year. It was the most fun race I've ever had – the track and racing were great and then we got to watch the MX1 and MX2 wrap up so the whole weekend was excellent."

DBR: Be honest, how often do you Google yourself?
GI: "[Laughing] Seven days a week! No probably once

at the end of each season – that could be the last lie that I told!"

JB: "I haven't that much recently because not a great deal will come up. Hopefully if I get a few decent results this year it might be a bit more often!"

DBR: Blonde or brunette?
GI: "Well my girlfriend was brunette when I met her but has now dyed it blonde so I'm going to go for brunette with blonde highlights."
JB: "I should say brunette because my girlfriend is brunette but...blonde!"

DBR: Is winning a race better than sex?
GI: "Definitely yes! Winning the race pays for the sex!"
JB: "Yeah."

DBR: One thing about your riding style that you'd like to improve?
GI: "I'd like to be able to race as good as I practice."
JB: "I'd like to be a bit smoother, sometimes I get a bit carried away and start making too many mistakes."

DBR: What's your favourite film?
GI: "Probably Talladega Nights at the minute."
JB: "It's any of the Pirates of the Caribbean movies or Anchorman."

DBR: What's your most annoying habit?
GI: "Leaving all of my s**t everywhere!"
JB: "That I pick my nose a lot!"

DBR: What's the worst motocross-related decision you've made during your career?
GI: "There was some confusion over a goggle contract last year which wasn't too cool."
JB: "I was at a track in California that I'd ridden the day before, I didn't do a sighting lap, got three-quarters of the way round and hit a double that had been altered overnight, broke both of my wrists and was out for five months."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?
GI: "Oh man these questions have improved! I'd say probably TV."
JB: "I'm not really into TV so it would probably be that."

DBR: Something about yourself that nobody else knows?
GI: "Well it's not a secret now but that I wear contact lenses."
JB: "There's not a day goes by that I don't ride some sort of bike, be that a BMX, trials bike or my motocross bike."

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The G-Man's still looking for his first world championship points – it won't be long...



EASTER BUNNIES!

THEY'VE GONE HOPPING MAD ON THE EMERALD ISLE WITH A PACKED RACING CALENDAR KEEPING EVERYONE ON THEIR TOES...

Words by Stevie Mills Photo by Suttly

The Easter weekend traditionally serves up rounds of both Irish and Ulster championship action and this season was no exception – and it all went down blessed by some unseasonably good weather.

Donemana hosted round two of the Irish championship. Controversially known as the toughest track on the Irish calendar, it lived up to its reputation as Relentless Suzuki by TAS rider Mel Pocock was to discover. The talented young Englishman was pitched over the handlebars after being caught out by a deep sand hole.

By contrast, team-mate Gordon Crockard gave the rest of the field a lesson in picking lines. The Crock Star never put a wheel wrong the entire day, collecting three wins from as many starts for his efforts. With three wins to his credit at the opening round at the redesigned Cork circuit, Wayne Garrett on the TSR KTM still heads the points table by 31 points after round two.

Watt Monster Energy Kawasaki's defending champ Tommy Merton has had a solid start to his title defence and sits second in the points just ahead of Watt/Body Tec rider Richard Bird.

The Ulster championship at Desertmartin on Easter Monday was a spectacular event. The track was prepped to the usual Cookstown club high standards which matched the performances on the track as the racing was close in all classes.

As the gate dropped on the MX2 class it quickly became clear that Wayne Garrett and Michael McCammond were on a different pace. These two pulled away from Ed Allingham and Tommy Merton but with 12 minutes on the clock McCammond suffered the dreaded arm pump and lost momentum as Allingham passed him to claim second place on his Cosworth Dixon Yamaha. Ed went one better next time out as Wayne succumbed to a loose water hose on his KTM.

"I guess I was pushing too hard at the start of the moto," quoted the happy-go-lucky JAR

Honda pilot after his race one heroics but although suffering cramp he managed to score comfortable 3-2 results on the day to keeping his championship firmly on track.

GC and Wayne had a private duel in race one of the MX1 class – only 1.2 seconds separated the pair after 12 hard laps around the extended Desertmartin track with Ricky Bird having a lonely ride for third from Drew Goudy and Gary Gibson.

Race two saw Gordon take a rock in the face – smashing his goggle lens and causing vision problems – so GC made the correct call and pitted the TAS Suzuki for the remainder of the day. So Wayne took the win from Richard Bird while Robert Hamilton rode well to finish third which in itself was a remarkable achievement as the defending Ulster champ managed to clear the infamous hill at Desertmartin without his G&G Ross Yamaha in race one. He's an extremely lucky boy!

The Mourne club's Bank Holiday Monday Ulster champs is always a well-run affair and this year they even attracted sunshine in abundance! In the MX1 class it was a Garrett benefit with Wayne taking two easy wins. High in confidence following a splendid 11th overall at the Maxxis the day before, he was in fine form.

With three rounds over Wayne leads on 172 points from Ricky Bird on 128 and Tommy Merton's third with 120 points. Merton's Kawasaki heads up the MX2 series from Wayne with the JAR Honda of Michael McCammond third in the points.

The Glenhead Engineering/Laverty MX-supported Semi Expert championship is awash with up-and-coming talent this season. Race one at Desertmartin was a paint-swapping epic between Scott Hamilton and Ryan Glover – just 0.2 seconds separated these two across the finishline. Luke Stuart was third but it was 15-year-old Glen McCormick who grabbed my attention. Starting just inside the top 20, Glen set about carving his way to a fine fourth place.

Second time out David Dickson aboard his Magotteaux GB 350cc KTM took the holeshot but by lap two McCormick had hit the front and for the following eight laps the spectators ran from corner to corner as Scott Hamilton and McCormick swapped both the lead and paint with the youngster taking his first win in adult competition by 0.7 seconds – awesome!

Martin Barr aboard the Proppa.com 350cc KTM enjoyed some GP success in the Dutch sand at Valkenswaard, proving his worth by way of running in 11th position for much of the opening moto before slipping back to 13th at the flag. A fantastic result! While mechanical issues put paid to Martin's efforts in the second moto he carried this momentum forward to the following weekend's British and scored his first overall podium in MX1 with third at Milton Park. Roll on Desertmartin at the end of June!

Young Graeme Irwin posted 29-26 results in his second GP of the season. It's obvious that the HM Plant Red Bull KTM UK teenager is still following a steep learning curve when it comes to riding at GP pace in deep Dutch sand. I predict the G-Man will collect some world championship points before long.

So far the Irish Armada has had a mixed bag of luck in the British Maxxis series. Martin holds sixth in the standings, Graeme's eighth and Gordy's in 13th after well and truly ringing his bell at round two. Wayne has gathered enough points for 15th after four rounds. Seeing as he rides for the Irish-based Relentless Suzuki by TAS team we're going to claim Mel Pocock as our own – so well done that man for holding fourth in the MX2 standings with Stuey Edmonds 12th aboard the Italian TM.

Finally this month it's come to my attention that the Carrick club are planning a supercross in June – watch this space – and also a big 'get well soon' to AJ Plumbing racer Jason Garrett who crashed heavily at Seaforde.

See you trackside!

Stevie
dirtbikerider 29



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Knighter's facing an enforced lay-off but better to get his hips fixed up now rather than wait for them to get worse

BITTER PILL!

WE ALL LIKE TO KICK BACK AND RELAX ONCE IN A WHILE BUT IT'S ANOTHER THING ENTIRELY WHEN WE'VE GOT NO CHOICE IN THE MATTER – AS DAVID KNIGHT IS ABOUT TO FIND OUT...

Words by Jonty Edmunds Photo by Sully

For most of us not being able to ride – for whatever reason – is a royal pain in the backside. Always frustrating, at worst it's downright torturous. Whether it's the weather, lack of cash, a knackered motor, work commitments or injuries that are keeping us off a bike, not being able to ride is a pretty jagged pill to swallow.

Now spare a thought for David Knight who's looking at a lay-off of at least four months or maybe a touch longer depending on how things go following surgery. Forced to call it quits as far as his championship winning aspirations go in 2011, DK will spend more time off a bike this summer than he's likely ever spent away from competition since birth!

As everyone knows it's his hips that are the problem. They're not broken which is what makes the problem all the more frustrating for the Manxman. Still able to walk, cycle, ride and race, it's one of those niggling on/off problems that occasionally proves more problematic than at other times. Long and short of it is it needs to be fixed or it'll only get worse. Much worse.

David spends more time on bikes – enduro, motocross or trials – than anyone else I know. He needs to ride and race bikes because it's his job but more often than not he does it because it's what he loves to do the most. And I'm not just talking about world championship competition either. The thing I'm sure David will find the hardest over the coming weeks and months will

be not being able to head for the hills with his mates back home on the Isle of Man or ride around during bike week.

But to only be suffering his first major lay-off now, some 15 years into his career, is pretty good going. Sure, David's had a few injuries and operations but most have been either pre or post season. I'm sure if he'd needed to he could have finished this season. If there was a world championship hanging in the balance and he needed to roll up his sleeves he'd have done so. But it's next year and the years after that DK's now focused on.

This year David won't enjoy the spoils of victory. He'll have to sit back and watch as either Mika Ahola or Christophe Nambotin put their name to the Enduro 3 world title – and it won't be easy for him. But in taking the decision to get fixed up he's ensuring that he'll be good to go for many more years. If he had finished this season he'd have needed to get operated on next year. Delaying the inevitable makes no sense at all.

When international competition is your job – and something you're extremely good at – opting not to finish a season must be harder than any of us can imagine. Crashing and breaking an arm or a leg is one thing – you have no choice but to stay off a bike for however long it takes for the injury to heal. But to take the decision to stop when you're clearly riding well enough to win mustn't have been easy.

But that is what's happened – Knighter's

going to be off a bike until the autumn and the UK enduro scene especially will look a whole lot different over the next five months. A new Enduro 3 world champion will be crowned later this year, the British International Six Days Team will now be without their fastest rider and someone other than David Knight will secure the Husqvarna ACU British Sprint Enduro Championship and Metzeler ACU British Enduro Championship titles.

For Knighter the next few months will be tough. At times it'll be incredibly frustrating and more often than not a little dull. The buzz of national and international competition will be missing from his life and will be hard to replace. But it won't be missing forever.

They say that a change is as good as a rest but we all know that David's tried a change and it didn't work. Switching from KTM to BMW back in '09 didn't exactly go the way the big fella hoped, so now it's time for a little rest. In not only resting his hips but also his mind, switching off from the pressures that go with what he does certainly won't be a bad thing.

DK will be back, hungrier than ever to return to his winning ways. Fixed, fresher and fitter, he'll then have five months to ready himself for the 2012 EWC season. What he's proved in his last few races is that he unquestionably has the speed to win and it won't be long until he's physically fit enough to do the same. And that's when his rivals had better watch out...



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Supplier: freestyletreme.com
Contact: 0117 967 2240



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Novik gloves are proving pretty popular in the action sports world with athletes like Kenny Bartram, Jeff Alessi and recently crowned AMA Arenacross champ Tyler 'Dane' Bowers all wearing the lightweight, brightly coloured creations. Now available in the UK you can pick up a pair of Noviks direct from the importer at www.novikgloves.co.uk. Sweet!

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CASH-STRAPPED!

First off an awesome mag and always a good read. Now down to business...

I've been sadly a sideline fan for years with the odd goes on a bike but as we all know motocross isn't a cheap sport. I've been saving up for ages for a 250F and I still have basically nothing towards it because of needing to buy things so it looks like I won't be racing AMCA this year – maybe next? My dream is to become a pro but no rider has started racing at 18 and then became pro. Still, who knows, I might be the next Dave Thorpe? If only our sport was a bit cheaper!

Jordan, Derbyshire

Hang in there Jordan, keep saving, stop spending and don't give up on your dream – the great Joel Smets didn't start racing until he was in his late teens so there's still a glimmer of hope for you. In the meantime, put the cash you would have spent on your next pair of trainers into your piggy bank and have a new set of Etnies on us...

STOLEN!

My fiancé Nick's pride and joy was a Honda CRF250 which he decided to upgrade to a 450. We got married this year in August so every bit of our money has gone towards the wedding but Nick has wanted a new bike for a while and decided to sell his and buy a 450.

He put it on eBay and someone contacted him to buy it and asked if we could deliver. We said yes and arranged on the way back to drive to Bristol and pick up the 450 he had found.

We drove to the other side of Reading from Swindon to meet the guy who wanted to buy Nick's bike and when we got there he was outside a house by some garages. We got the bike out and Nick started it for him and he asked if he could have a test ride. Being trusting people we said yes – no-one would want to hand over that much money without having a test ride – and he just rode off on it!

I called 999 and within a couple of minutes the police turned up and said they'd seen the guy as he rode through some red lights but as he wasn't wearing a helmet they were unable to follow him as apparently it's too dangerous!

We waited there for about two hours hoping they would find something or someone would know the guy but it turns out it wasn't even his house and he had planned the whole thing down to choosing the address and everything. Me and Nick were in shock and to be honest I think we still are. As the wedding is coming up we are not in a position to get Nick another bike and I feel gutted as he's done motocross every weekend and it was his life! He is distraught and can't believe what's happened.

Gemma, Swindon

We're gutted for you both Gemma – there are some thieving scum-suckers about and eBay's a great place for them to hunt out their next victim. If we sold a bike through eBay at the very least we'd insist on doing the handover right outside the local police station in broad daylight...

SCHOOLIE REUNION

My name's Derek Faulds and I'm hosting a 1980s schoolboy motocross reunion at the British championship circuit at Duns on September 11. Top riders that have confirmed so far are Tony Caig, Mayson Wear, Paul Bird and David Campbell.

The event will be in association with a Borders MCC club meeting and the three reunion races will have 40 riders from the '80s schoolboy era. We have a marquee on the Saturday evening where all riders will receive an event medal from Mhari Feeney, the sister of former schoolboy star William Feeney. There will also be a bar and music entertainment on the night. On the Sunday the reunion riders will have three races with trophies for first, second and third overall.

I'm still trying to track down a couple of riders from that era – Ali Graham of Hawick and Ian Guthrie of Maybole. If you could help me with this it would be greatly appreciated – my email address is d.faulds@live.co.uk

Derek, via email

FAN MAIL!

I read your magazine every month and every month you blow me away with your intriguing choice of subjects for the magazine whether they be race reports, youth racing or any other aspect of our spectacular sport.

The thing I enjoy is the youth racing because it shows some of the UK's best talent at such a young age. It inspires me to ride faster, harder and longer and put all that extra commitment in so thank you DBR for being the best magazine ever.

Ted, Dunstable

Thanks for the letter Ted from Dunstable – we like you too!

FRUSTRATED!

I'm writing to you about the Maxxis round at Lyng. I have been to the British championship rounds at Lyng for a lot of years – it's an awesome track with great places to see all the action going on.

Now since I have been to Maxxis rounds before I know that there is a time slot where the riders take time out, sit down and autograph posters of themselves or anything that the public bring in for them to sign which I think is a really nice personal touch which brings the fans and riders closer together.

So I got some images of the riders I wanted autographs from and took them down to my local printers to get prints. They cost me over £30 but I thought it was worth it as they will look awesome on the wall of my workshop when I move to Australia this year. Ben Townley was going to be there and I really wanted his autograph so I found some wicked shots of him.

We arrived in good time and checked ourselves into the Maxxis VIP area thanks to my good friend Ray who got us the tickets (got to say a massive thanks to Dale at Maxxis as well). After we checked in we asked if Ben Townley was there racing, they told us yes he was so we went off to find his pit area. His bike was a bit of a giveaway so we waited first in line for the autograph session and Mr Townley to come out.

First out was Bryan MacKenzie and his team – we got their signed pictures, chatted to them and asked if Ben was there and if he was coming out to sign things. They said he should be so we waited and waited and waited and waited but still no sign of Mr Townley. By this time the allowed time slot was nearly over – we had waited over 20 minutes to see Mr Ben Bloody Townley and still no sign of him and no bloody autographs.

To top this off I had other pictures of riders I wanted to get signed so I rushed off to find them and guess what? There were no other top riders about either – no Ando, Tom Church, Sword, Zach Osborne! What was going on?

Why have this autograph session if none of the riders can be arsed to turn up and see the fans? Who do they think they are? We are the guys turning up keeping them in a job by paying to come and watch them race. So now I have pictures that I paid good money for unsigned.

Because I was so lucky to have a VIP ticket back in the Maxxis hospitality tent Mr Ben Bloody Townley came in to give a talk and he was told to go round the tables and shake hands which was good as we got him to sign our pictures. So it was hard work but we got there in the end. I told him we waited there for ages for him to come out he just said he 'was tired and was resting' – it must be so tiring sitting down chatting to fans and signing autographs. Poor Ben! Makes you wonder how he manages to race?

Anyway, it was a wicked day out, well worth going and a must for all motocross fans!

Marc, via email

Whoaaa there Marc, calm down mate! We can see why you're so frustrated but if you're getting ready to race, the session is nearly over and there's no autograph hunters about (because they're still waiting for BT) wouldn't you slope off? And don't forget Ben's coming back from a serious head injury and clearly isn't 100 per cent fit yet...



GOT SOMETHING TO SAY? WELL HERE'S WHERE YOU SHOULD BE SAYING IT...

Write to Rant at the usual address or email us at rant@dirtbikerider.co.uk. All letters/emails must be accompanied by a full address. Oh and please don't send emails all in capitals. Cheers!

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MARV IN THE MIX!

The GP circus packs up and heads off for a date with Uncle Sam in May when States-based reigning world MX2 champ Marvin Musquin will be a-lookin' to hand out a a-whuppin' to Ken, Jeffrey and the rest of the world championship regulars at Glen Helen...



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WHEN IT COMES TO BANGING BARS ON A BUDGET, TOP PRIVATEER DORREN COUTTS KNOWS ALL ABOUT WHAT IT TAKES – AND WHAT IT DOESN'T TAKE – TO RUN TOP 10 IN THE MAXXIS BRITISH CHAMPIONSHIP...

Words by Sean Lawless Photos by Suttly and Nuno Laranjeira

If you'd been hanging over the fence at the first turn of the second MX1 moto at Canada Heights you could be forgiven for thinking some waste ground hacker had snuck onto the gate and was fighting with Brad Anderson for the holeshot. Old Fly kit, no graphics – the #701 Yamaha pilot looked dressed-down for turning laps on the crappiest local practice track, let alone at the Maxxis British championship.

The man in question is Dorren Coutts and he's no hacker – far from it. After two rounds the former national schoolboy champ was lying 10th in the championship standings and is living, breathing, bar-banging proof that a whole load of talent and not a lot else can still put you right up there with the cream of country's racers.

The reason for Dorren's tatty turn-out is dead simple – lack of money. And although Danger UK have since stepped in to help him out with kit and graphics, the 24-year-old from Horsham still has to do some pretty hardcore juggling with his finances to even get to the races.

"I really have to think about whether it's worth it to go practising and if I can afford to go practising. If I rode four times in the week my bike could be knackered by the weekend and I wouldn't have the money to fix the bike and race. I have to balance everything. So if I feel quite good during the week and I think I can, say, go to Canada Heights and ride quite well and get a result do I need to go and wear my race bike out practising? And in reality the answer is probably not.

"Percy [from Danger UK] saw my bike with no graphics on and thought it looked quite tatty. My mate Leon Ward gave him a call for me and organised it all and he sent me through some

sticker kits and riding kit which tidies my image up a bit.

"Hopefully people will see me as a rider who will accept help. I think maybe people see me and think I don't want the help and that I'm happy riding with no sticker kit – they don't actually realise how much I can't afford. We're on that much of a tight budget I can't justify buying a sticker kit."

It's pretty much a no-brainer that while saving your bike during the week may be good from a mechanical point of view, you're going to come up short when it comes to bike fitness. After all, no amount of running or cycling can properly prepare your body for the rigours of racing motocross in the same way pounding out mid-week motos can.

It's a shortcoming in his training Dorren's only too aware of – especially when DBR caught up with him between races at the opening round of the Red Bull Pro Nationals at FatCat Motoparc.

"I do quite a lot of fitness training – I've got quite into it over the last few years and I've done a few triathlons and things like that. It's bike fitness I'm struggling for – out there I wasn't puffing but my arms were solid. I'm relatively fit but I need to put in the time on the bike.

"I've come to FatCat and it's sandy and really rough and in the first race Shaun [Simpson] clipped my wheel and I fell off and that was it, my arms were pumped solid. So I really do need to go out riding during the week but that means I need to find time to ride and enough money to take myself practising. I can have as much time off work as I need but realistically that means the less money I have and the more time I ride the more I spend."

Much of Dorren's racing effort is

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Dorren's smartened his image up since the start of the season but he's still racing on a shoestring



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self-financed by his job as a builder and helping out a mate with his tree surgery business, although the current financial climate has meant building work's a little thin on the ground. It's a far cry from his days on a BW85cc when he beat Martin Barr to the 2002 BYMX crown and then lined up for '03 on a 125 as a member of Team Green before family troubles caused him to put his racing on hold.

"Unfortunately, when I was on a 125 my nan died and my dad reluctantly didn't put so much into the sport. And then we moved to France and my mum got cancer and she died in 2005."

Dorren only rode occasionally during his time in Brittany but on his return to the UK he began to get back into the sport – although by this point he'd put on a few pounds.

"I was 16 stone so I lost a fair bit of weight and got back onto the bike. I was still fast – I was practising with people like Mark Eastwood and I'd be riding around in front of Tommy Searle at practice tracks and I knew he was thinking 'who's that fat kid?' and that kind of gave me the motivation to get fit again and get back racing.

"My first adult season was 2007 in the UK – I got on the 450 straight away and struggled for the whole season with fitness. I'd lost weight but my physical fitness just wasn't there for the whole race. We had an okay season – I had I think a ninth and a 10th in the British championship at Langrish and Brampton. Tracks

like that I had some good results but it was quite hit and miss with some lucky races here and there when I got a good gate.

"Last year we got a faster bike off Steve Dixon – it was one of Zach Osborne's 450s and I liked it straight away. It was fast and I got on with it. We spent last season trying to get into it and I spent a month in Africa riding in the winter in Zambia and Zimbabwe. I won a couple of championships out there and got to race with Greg Albertyn so it was pretty awesome. He only beat me in a couple of races – he's still fast!

"I bought the bike about a year ago from Steve but I haven't ridden it much because I haven't been going practising so it's lasted. I've got another bike but it's been in bits since the start of the season with a gearbox problem which we've hopefully fixed so I'll be able to get out and go practising a little bit more."

Leading into the opening round of this year's British championship, Dorren went practising twice a week for three weeks then rocked up at Little Silver where he ran 12-12-11 – not bad considering most of the riders ahead of him had spent much of the off-season following rigid testing and training schedules. It also served as an important psychological boost.

"When my first race at Little Silver went well it felt like I was thinking like a racer again, how I should be thinking, picking my lines. I knew Canada Heights was coming up and it's a >>



Dorren's lack of bike fitness means he suffers at deep sand tracks like FatCat Motoparc



The former schoolboy champ started the season with no decals and old Fly kit before Danger UK stepped in

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After a few years out of the sport Dorren's back and looking to make his mark

track I get on with. I knew it could be a good track for me and I really wanted to do well but in the first race I got a bad start and only got 15th.

"In the second I gated second to Brad and followed him for a lap or so then dropped back a couple of places – I knew my arms wouldn't last the race but I thought if I could stay there long enough I might end up fifth or seventh or somewhere in the top 10. Then they red-flagged it but from the restart I gated about 10th and pulled through to seventh and stayed there the whole race so I was happy with that.

"Last race I pulled through to seventh again and passed Tom Church and Schiffer but I dropped it about halfway through the race. But I was still quite chuffed with the overall and points."

Talking to Dorren it's clear he's full of confidence and totally unfazed about going up against the big names in British MX – even

though he knows it's anything but a level playing field. It's a state of mind that comes from cutting his teeth against some of the biggest names in the sport.

"During the schoolboys I raced both the Pourcels, I beat Millsaps, I used to beat Shaun Simpson most of the time. I've raced and beaten a lot of good riders and although it didn't mean a lot then because I just looked at them as the same as me I've watched them all become good riders and that gives me confidence. I still feel I could beat people like Shaun Simpson if I was putting in what they're putting in. I believe what's holding me back is a lack of money and a lack of time because during the week I'm too busy working.

"As far as the future goes I have to stay quite open-minded and just try and achieve the best I can every weekend. I'd like to take it all the way but realistically I just have to do what I can."



THANKS FOLKS!

IT'S A TEAM EFFORT...

"I've got to thank Danger UK for sending me through all this kit and stickers and tidying everything up, my dad and granddad for always helping out with what they can and my friends who help out with the mechanicing and stuff. Craig Collins goes running and cycling with me – he's always out to get me training – and Leon's always looking out for me. LRS Race Systems also help me with suspension and Akorn Construction have just come on board as well with some financial help."





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THE TEST OF TIME!

OVER THE LAST FEW YEARS TEAMS HAVE COME AND TEAMS HAVE GONE BUT ROGER MAGEE'S OUTFIT – IN VARIOUS DIFFERENT GUISES – IS STILL GOING STRONG...

Words by JP O'Connell Photos by JP O'Connell and Suttly

The last few years have seen big changes within the paddock as teams – both major players and smaller outfits – have fallen by the wayside with the economy playing a huge role in shaping the future of motocross. One thing that's been constant for the last six years has been the presence of Roger Magee's team in one of their various guises, from Team Lizard Honda Racing back in '05 through to the present day and HM Plant Red Bull KTM UK.

With an invite from Big Rog to come and check out the team and workshops we took the opportunity to find out how it all began and where he's hoping to go...

Rather than his chosen path of motocross it could all have been very different for the born and bred Ulsterman as his early years were spent travelling with his parents as his dad contested the Ulster and British championship sailing series.

"I did try a bit of sailing in my early years," explains Roger. "But '73 saw the beginning of my schoolboy motocross career, riding nothing more than converted road bikes! At the end of 1973 I managed to get only the third Suzuki TM to come into Ulster, riding it against the likes of Laurence Spence and Dave Watson. I rode schoolboy until '75, actually finishing second to Watson, thereafter his career went upwards while mine seemed to go downwards!"

In 1976 Roger moved into the seniors riding an RM370 that's main claim to fame was that every time it rained its throttle would stick wide open. He then moved onto Maicos, riding the

Irish National series with a few select British rounds against the likes of Dave Thorpe thrown in for good measure before a shoulder injury forced him to retire in '85. With his boots hung up Roger started helping organise events at the Killinchy & District MC and became race secretary for the international John Donnelly and the Irish MX GPs at Killinchy and Ballykelly.

"We had our first 125 GP in '86 and ran one right up until '95 when we ran the 500 GP," remembers Magee. "Unfortunately, the club lost some money and had to pull out of running the GP but to put things into perspective that last 500 GP had a budget of 52K which included the prize money! I have good memories from back then – Jean-Michel Bayle and Alex Puzar both had their first podiums at Killinchy."

When it became clear a career as a pro motocross racer was unlikely Roger stayed on at school to take his A levels but his grades fell short for university, leading to a job with the local road service.

"I didn't stay on the roads for long before joining the family street lighting company in the late '80s which I'm still running today," says Roger. "As well as the lighting we also own a pub – my grandmother was the oldest licensee in Northern Ireland and lived and worked at that pub until she was 99-and-a-half! The pub has sponsored the Bells Hill scramble and Billy Hutton Memorial in the past with the prize-giving being held at the premises so there's quite a bit of bike history there."

In 1994 Roger was manager of the Irish

des Nations squad for the trip to Roggenberg where Brian Steele, Paul Chambers and Phil Neill rode out of their skins to finish a very creditable 11th – a result only slightly overshadowed by Great Britain's magnificent victory! The following year in Slovakia saw Magee again at the helm of the Irish team.

"Brian Steele was injured so we drafted in Willie Simpson [Shaun's dad] who had been riding on an Irish license to ride alongside Phil Neill and Dave Coates. We didn't qualify for the main event but did go on to win the B Final which was great. To celebrate we went into Austria that night where we had a drinking competition with the British team and I'm happy to say we won that too!"

The birth of his daughter Rosalyn in '96 saw Magee take a step back from the managerial side of motocross as he concentrated on family life but within two years the family had bought a motorhome and were following some of the GPs as spectators – due in part to local strawberry blond done good Gordon Crockard.

"In the early 2000s I also started going to some of the British Touring Car races with Alan Morrison," recalls Magee. "And it gave me a real insight into how hospitality should be done and how things should be presented in general. With all that in mind I had an idea of exactly what I wanted to do at British championship level."

With the news that Shaun Simpson was to become a free agent due to the demise of the Chambers KTM team at the beginning of '05, Magee got into talks with Honda's

>>

THE ENGINEROOM...

GOING DUTCH!

As the team contests GPs the workshops are centrally based in Venray, Holland, where mechanics Jeremy Long (Graeme Irwin), Leon Thomas (Jordan Booker), Andy Pringle (Natalie Kane) and Wayne Banks (Jake Nicholls) work on keeping the Katooms together and in race-winning shape, a job which looks shiny on the outside but in truth isn't quite as pretty as it may seem!

"People look in the awning at the race meetings and may see it as quite a glamorous job," laughs Wayne. "But in reality it's not quite like that. In the run up to Little Silver we were working from 8am until midnight every day – then we get to crash in the race truck. Believe me, you're never far from work! Last year we went from Landrake to the des Nations in Italy then back to the last round of the British without leaving the truck!"

The workshops themselves consist of three work bays where the majority of the fettling gets done plus room for more spares than you can shake a stick at! Engines are stripped on site before certain components are taken to legendary Dutch engine tuner John Vollenberg who has his workshop next door.

"We rely quite heavily on John," explains Wayne. "He has a dyno that we run up all our bikes on as well as CNC machines should we need them. His bikes are renowned for being extremely good, he really is a big help to us."

While there is a small amount of involvement from the Factory Red Bull KTM team, Nicholls and Irwin aren't tearing it up on bikes that run the same spec as Ken Roczen's and Tony C's with much of the work being carried out in-house.

"We certainly have a good relationship with White Power as regards suspension but a lot of the engine stuff has been done by ourselves," explains Magee. "I mean, we certainly do get a certain amount of back-up from the factory team but perhaps we're not privy to and don't expect to get the most up-to-date information. But we have a very good working relationship with them. If something were to go wrong at a GP then they would certainly try to help us out."



Graeme Irwin was spotted by Roger tearing it up in Ireland and given his shot at the big time

Roger Harvey, explained the situation and came out of the meeting with some bikes at the right price and a decent spares budget. On the back of that meeting the decision to go racing was made and with it came the birth of Team Lizard Honda.

"From there it sort of mushroomed a bit," laughs Roger. "We bought the truck from RTT and started to look about and see if we could get entries for any of the GPs. We were initially told no but then on the Tuesday before the first GP at Bellpuig I got a phone call saying we were in! The bikes weren't ready and Shaun and Willie were up in Scotland but we headed off and somehow managed to get there sometime Thursday. Unfortunately, Shaun didn't qualify that weekend but we went to Agueda the following week where he did qualify. From there he managed to score points fairly frequently so it was a pretty good first year for us."

The team's efforts in '05 didn't go unnoticed and they attracted Wulfsport as a title sponsor for the '06 season. With the extra funding Simpson was joined by Gordon Crockard and Scott Probert for a full season of GPs alongside the British championships with Crockard's fourth overall in Sweden being one of the highlights of the year. With Honda reducing its support for 2007 the team made the switch to Kawasakis, retained their deal with Wulfsport and attracted good sponsorship with 7UP, signing Simpson and Mark Jones to a full season of domestic and world championship racing.

Unfortunately, the pre-season schedule in Grobbendonk saw Jones badly injure his ACL, ruling him out for the following six months. But while things weren't going so well for Jones they were beginning to improve for Simpson who started regularly placing inside the top 12 at the GPs and he finished the season in 24th.

"We had talked to KTM for the '07 season but we just missed the boat," recalls Magee. "But we got talking to them again in the latter part of '07 at the Belfast SX and we came to an agreement with them to support Shaun for the 2008 season."

For the third time in as many seasons Magee's team was on different machinery with the mighty KTM being the weapon of choice. Joining Simpson in MX2 was Alex Snow while James Noble was drafted in to handle MX1 duties for what was to be a stellar season for the KTM UK team.

"It was a fantastic year for us with the season starting out with Shaun doing really well at Mantova," says Roger. "And as we all know he went on to score a lot of top six results and finished fourth in the world – well third in the world until the last round when he was just pipped by Aubin. As well as doing well in the GPs Shaun also delivered us the British MX2 championship. James Noble finished second in the British MX1 and Alex Snow won the U21 championship. It was a great year."

With the country's economy in decline and budgets being slashed, attracting sponsorship is probably the biggest headache any team owner faces. It's also a bit of a Catch 22 in that people are far more likely to invest in a proven winner rather than taking a punt on the unknown.

"I had an idea of how I wanted things to be and we were doing things that were reasonably simple but the presentation was right and people came along and I think they noticed that. There were a lot of friends who spent a lot of time and effort getting the sponsors in, it wasn't just down to me. Obviously, Shaun's results started getting us noticed – he was leading the British championship and he was running with Cairoli, Rattray and Tommy so we were getting good TV coverage which was good news for the sponsors. As well as trying to be as professional as possible we also had a reputation for always paying our bills on time and never trying to short



THE NEW KID...

JORDAN BOOKER

"Last year we were doing everything on our own with a little bit of help from a few sponsors, going to the GPs in our motorhome and stuff. We ended up speaking to a few people trying to get something sorted out for this year and after speaking to Roger things just sort of fell into place.

"To be honest if I could have picked any team then it would have been the HM Plant Red Bull KTM UK team. The confidence that you get knowing that you are on the best stuff out there is awesome. Just getting out of the gate well makes a mile of difference, not having to come through from the back like I was last year. It's just such a confidence boost knowing that you are on one of the best teams out there.

"Roger is a great bloke, really outgoing and laid back – you can have a really good laugh with him but when it comes down to the business side of things he's perfect. You need anything done and he's straight on it, he's 100 per cent. He pretty much lets us get on with things – he has his words of advice and what he'd like you to do and then it's up to you.

"With this being my first year on a team it's nice to be on one where everyone's real laid back, everyone's got a real good sense of humour – you can joke around with anyone but when it needs to be serious it is.

"I'm looking at this season of GPs as a learning curve. I want to build on getting stronger and stronger each weekend which I feel I have been doing so far, start getting into the points and start working my way into the top 15. Within the British I just want to be consistently in the top 10 with the goal being to work my way up to top five."



Jake Nicholls is the team's high-flyer at home and abroad



Jordan's quickly settled into life on the HM Plant Red Bull KTM UK team

change anyone and just having a proper business ethic which, unfortunately, some of the other teams didn't have at the time."

Halfway through '08 the team were told that Simpson would be staying with them for '09 with full-factory support from KTM. Unfortunately for Magee, later in the year KTM decided that Shaun would in fact be moving to the full-factory team, leaving the Irishman somewhat in the lurch.

"It was a bit of a kick in the teeth," remembers Magee. "We were proud that we had bought him on to that stage but there were definitely some tears. He had been part of the family for so many years that it was a bit of a wrench but we had to be professional about it and think that 'okay, Shaun's moving on – but we still want to try and retain that British championship'."

The '08 season had seen an epic battle between Simpson and Sword for the British MX2 title and with the demise of Molson Kawasaki, Simpson's nemesis was signed up to take his place at Red Bull

KTM UK. In a two-pronged attack on the British championships Sword and new team-mate Jake Nicholls delivered the goods with a 1-2 as Sword collected championship number four.

"With a 1-2 in the British we couldn't have asked for any more from our riders in '09," states Magee. "Jake started showing potential at GP level, okay Swordy didn't have such a great year but that's just the way life goes on. GP results are important but winning the British championship keeps your sponsors happy. We also had Graeme Irwin riding for us who concentrated on British-based events, finishing third in the U21 championship."

In the never-ending quest to find new sponsors to help keep the wolf from the door Red Bull KTM UK's results and professionalism attracted the attentions of HM Plant's Operations Director Andy Baker. After being convinced that Magee's team was where they needed to be in relation to providing opportunities for their customers across Europe a deal



THE PROTÉGÉ...

WOODY ON BIG ROGER!

"After the demise of Chambers KTM I signed for Roger and his Team Lizard Honda Racing squad in '05 and promptly went out and broke my collarbone at Hawkstone Park in my first outing for them! Anyway, I had it plated and we were ready for the first round of the British championship two weeks later when I get a call from Roger telling us we need to go and pick up a truck. It turns out he'd bought the big rig and we're like 'holy s**t, this is serious!'"

"We'd been in a little camper van and had only dreamed about being in a truck like that. Anyway, we did Polesworth and on the following Wednesday evening we get another call from Roger and he's like 'you might not like this but I've got you an entry to the GP in Spain this weekend!' Honestly, we were pumped – we just washed off the bikes, threw everything into the truck and drove for 36 hours straight from Scotland to Spain!"

"Anyway, to cut a long story short it was windy, they over-watered the track and I didn't qualify and Roger just said 'Shaun, it'll be all right next week in Portugal' so we went to Portugal and we qualified so everyone was happy. I didn't score any points but we were pumped anyway."

"In 2008 we were on KTMs and I ended up winning the British MX2 championship and finishing fourth in the world. It was such a nice story for Roger to have supported me from being almost a nobody at the time to me delivering us fourth in the world championship. I don't think that either of us could have dreamt that within four years I could come from being outside the top 50 to inside the top five in the world."

"Roger is one of the nicest guys in the world. At times he would travel in the truck with us – he would come along and make everything so easy for us. He supplied everything that we needed and we put in a shedload of hard work – without the hard work you get nowhere and without Roger's side of things you get nowhere. Roger let us make some big decisions with the bike, we moved workshops and found an excellent engine tuner that they still use now."

"He really is a nice genuine guy, even when we see each other now we have a big smile on our faces, shake hands and reminisce – it's really great, it's been a real nice story. I will definitely not forget those four years of my career."



Shaun Simpson made his name racing for Roger's various teams



For 2011 Graeme's moved up to MX1 on KTM's new 350

THE HOME HERO...

GRAEME IRWIN

In 2008 I was riding for a small team in Northern Ireland and managed to win most of the races over here so I knew the next move would be to England and obviously with Roger being from home he gave me the opportunity to do it.

"Being on this team has brought me forward massively – I used to be doing everything myself. I didn't even have a mechanic so being here has just removed all of that stress, there's not even pressure to get results either. Roger is a great guy to work for, it's a great craic. I mean obviously there's serious times because there's a job to be done that we all want to do well but most of the time it's a good craic. He's so easy to get on with and have a good laugh with as well. He knows how to get the best from people – I don't know what his secret is but there's something going on, he puts no pressure on anyone. If you have a bad day then he understands

and he will take the positives from the day instead of the negatives.

"I know it's a cliché but it really is a family atmosphere there, there's never any problems as everyone just gets on. To be honest the mechanics are more like your mates than mechanics and we're lucky to have guys like that that are so easy to get on with but do such an excellent job for us.

"The bikes that we have are awesome – the 250F that I had last year for the GPs was definitely one of the strongest bikes out there and now we have the new 350. I mean it's a new bike with no factory parts so we're just trying to get everything dialled in as quick as possible to give me the best chance out there. I hope to be scoring points at every GP and as far as the British and Red Bull Pro Nationals go then I want to be getting on the podium every weekend for me and the team."

THE CONTENDER...

JAKE NICHOLLS

"Riding for Roger has been a great experience for me in the last two years. I started with him in 2009 and since then I have had my best two years in racing. Roger is a gentlemen and an all-round nice person to be around, especially in times of low morale when he is not one to come barging in and going mad but rather takes a more thoughtful approach which is handy when you're like me after a bad race – angry!

"The team has brought me forward due to its relaxed family atmosphere which suits me down to the ground as I like to keep myself to myself and don't like a million and one people giving me advice etc. Our bikes have been great since I started, partly due to the stock KTM bike that we started with being awesome but mostly due to the hard graft of the mechanics and the countless trips onto the dyno. I can't even begin to explain how much work Graeme and my mechanic put into getting those bikes running right.

"There's always a good atmosphere at the races even when we have a bad weekend etc – sometimes we're all down but that's only because it means so much to us all. My goal since I have been on the team is to win them another British title but I've come up just short for two years now. Unfortunately, I won't this year either due to my injury which is a massive shame but I'm sure with how hard I'm working to come back at the minute we will have some success in the end part of this season."



A busted ankle looks to have ended Jake's championship aspirations for another season



was done and 2010 saw the team branded in their now familiar guise as HM Plant Red Bull KTM UK. With Sword having made the move to CCM and Graeme Irwin injured early in the season it was down to the Reverend Nicholls to fly the team flag, finishing runner-up in the British championship to Zach Osborne and a respectable 13th overall in the world MX2 championship. The team also landed another championship due to the skills of Irish lass Nat Kane who added yet another women's British championship to her growing collection.

Despite increased sponsorship from both Red Bull and HM Plant the 2011 season will be difficult financially due to product support being withdrawn and the spiralling cost of fuel. But this belt-tightening hasn't stopped Roger fielding a very impressive line-up this year with the services of Jake Nicholls, Graeme Irwin and

Natalie Kane retained plus the addition of Jordan Booker into the MX2 ranks.

"This team is run to wipe our fees and as long as that happens then we are okay," states Magee. "Our fuel bill alone is around £40,000 per year! We are in negotiations with a fuel supplier that is looking to make its first foray into MX so we're keeping our fingers crossed."

With two British championships under his belt Magee is looking for the team to take it up a level in the GPs for 2011 but a practice accident has left Nicholls nursing a broken ankle and he'll miss the first few GPs.

"Obviously, what happened to Jake is an absolute gutter but that's racing," states Magee. "Once he's back then we'll be looking for him to make the next step in the GPs and start finishing in the top six which I think he can do. The target for 2011 is for a top five to six finish in the GP

overall – sometimes it just needs a couple of good results to get that confidence to know that he can do it and I'm sure Jake can. For Graeme in MX1 I'm hoping that he can get points at every GP. He certainly has the raw talent, it's just a case of channelling it."

With teams and sponsorship coming and going like the wind Team HM Plant Red Bull KTM UK seem to be weathering the storm nicely and as long as it stays fun then we can expect them to be around for quite a while yet.

"If we lose support and can't run it how we want to run it then we wouldn't take out loans or anything crazy like that. As long as me, my wife Joan and our daughter Rosalyn still enjoy it and have our health then we'll be here. I like to watch the progression of my riders – if you give someone an opportunity and they give you 100 per cent then that's all you can ask."



There's a genuinely laid-back, family atmosphere in the team

Big Rog, his wife Joan and their daughter Rosalyn love going to the races

THE LADY KILLER...

NATALIE KANE

"This is my second year on the team now and while Roger is a businessman he also really looks out for his riders, takes everything into consideration. If you're injured he doesn't just worry about the effect it has on the team, he worries about you and whether you are all right."

"He never pushes you to ride, he will think to himself whether it's best for you to ride or not. He never puts us under any pressure, he just wants us to do well – he's always there for us and will come down to the line and give you words of support and encouragement. If you don't do as well as expected then he'll come and have a word, he'll point out where you went wrong but he'll try and give you a confidence booster as well because you already know yourself that you've done bad."

"He pretty much leaves us to do what we want to do – obviously nothing bad but he gives you the chance and the equipment to do well and it's up to you. If he feels that you're not doing it the way you should be doing it then he'll come and have a word – he's never told me off yet though!"

"This is the one of the best teams I've ever ridden for, everyone tries to help everyone else. When Graeme was hurt last year he'd come to the races and try to help, Jake will always try to help. It really is like a family, you have fun with everyone but you get the job done at the end of the day. When I got hurt last year Roger's wife Joan, in France, was saying 'look if you don't feel that you can ride then don't ride' and that's how it is within the team."

"It gives me so much confidence knowing that I have a team like this behind me. Roger's not only the team manager but a friend, it's not like he's even your boss it's like he's there to help you and that's it."



Fast female Nat Kane's in her second year with the team

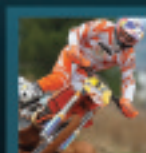


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EVENT CLASS (Please tick)

- | | | |
|--|--|-------------------------------------|
| <input type="checkbox"/> Adult Solo | <input type="checkbox"/> Sidecar | <input type="checkbox"/> Adult Quad |
| <input type="checkbox"/> Youth Rookie | <input type="checkbox"/> Youth Big Wheel | <input type="checkbox"/> Youth Quad |
| <input type="checkbox"/> Youth Small Wheel | <input type="checkbox"/> Youth 65cc | <input type="checkbox"/> 4x4 Quad |
| | | <input type="checkbox"/> 2 Man Quad |

Events 22 Weston Beach Enduro Licence Medical Information

To be completed by all non MCF licence holders

Please answer all the questions truthfully. A false declaration may have serious consequences. If you answer 'Yes' to any of the questions please give full details in the space provided at the end of this section. This should include the date you first developed the condition, details of any tests, investigations and of any treatment you have undergone. Please include the names and addresses of any specialists you have seen and hospitals you have attended. Please give full details of any medication you are taking.

Have you ever suffered from or are you currently suffering from any of the following illnesses or conditions?

Please tick 'Yes' or 'No' for each rider

	Rider 1		Rider 2	
	Yes	No	Yes	No
1) Epilepsy, fits, blackouts or any condition which may cause loss of consciousness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2) Any condition that might cause dizziness, vertigo or loss of balance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3) Have you been unconscious because of a head injury or suffered from concussion?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4) Any brain disorder such as a stroke, MS or Motor Neurone disease?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5) Any loss of strength, feeling, control or movement of any of your limbs, head or neck?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6) Amputation of any part of your limbs with or without an artificial replacement?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7) Any condition or operation involving your heart or main blood vessels or any high blood pressure?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8) Any kind of tumor or cancer?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9) Diabetes? If 'Yes' please state whether treated by diet, tablets or insulin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10) Any psychiatric or emotional illness or any alcohol/drug/substance misuse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11) Any condition affecting your vision or eyes, including colour blindness?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12) Are you taking any medication?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Include all tablets, medicines etc. whether prescribed or bought over the counter.

* Enter this information if are raising money for a registered charity. Please see regulations for details.

MOTOR SPORTS CAN BE DANGEROUS AND MAY INVOLVE INJURY OR DEATH Read carefully before signing to ensure you agree

I, the undersigned, apply to enter the event described in this entry form.

In consideration of being permitted to participate in this event I declare as follows:

That I have read the Codes of Practice and Regulations for the MCF Federation, the Event Regulations and entry form (where applicable) and I agree to be bound by them in every respect. That I am fit and not suffering from any physical or mental disability which would impair my safe participation in the event. I undertake to inform the MCF Federation immediately should any change in my condition occur which I have reason to or ought to have reason to believe would affect my ability to participate in this competition. That I have completed a medical questionnaire form (as requested in this application) and that I will inform the MCF Federation should my medical status have changed. As a participant I may be exposed to the risk inherent in motor sport and that I am prepared to take such risks. I further agree that I shall not seek to claim against MCF Federation, the organisers, their officials, the land owners, the promoter or other bodies or individuals connected with the event(s) in respect of any damage to my property however caused, and whether by negligence or breach of statutory duty of the said bodies or persons. MCF Federation do not provide personal accident insurance.

- The answers given by me in this Licence application are true.
- I fully understand the type of the event which the Licence allows me to enter and the rules and regulations that apply to such events and to competitors and will comply with them.
- I will ensure that before I enter any event I am competent to compete and that any vehicle that I use is safe and fit for the competition and nature of the course.
- I will satisfy myself (by sighting log or otherwise) before taking part that the venue and track is acceptable to me with regard to its features and physical layout unless prohibited to do so.
- I will NOT enter or take part in any competition where I have a doubt as to my safety.
- I will tell you immediately if, for any reason, I believe that I am no longer able to satisfy the terms of this Licence or I become aware that I have become unable to compete due to physical or other disability.
- I agree to accept the risks of injury and death that are inherent in motor sports and agree to take part of my own risk.
- If under the age of 18, my parent / guardian has read the above and signed the declaration and agreement below.

Signed Rider 1 Print name

Date

Signed Rider 2 Print name

Date

If the applicant is under 18 Please read and sign below:

I the parent or person with parental responsibility do declare that the information given above is correct and I have read and agree to the declaration as written.

Signed Parent/Guardian Rider 1 Date

Print name Date

Signed Parent/Guardian Rider 2 Date

Print name Date

CLOSING DATE FOR ENTRIES: 23RD SEPTEMBER 2011 OR WHEN FULL

Entry Fee Prior 1st June:

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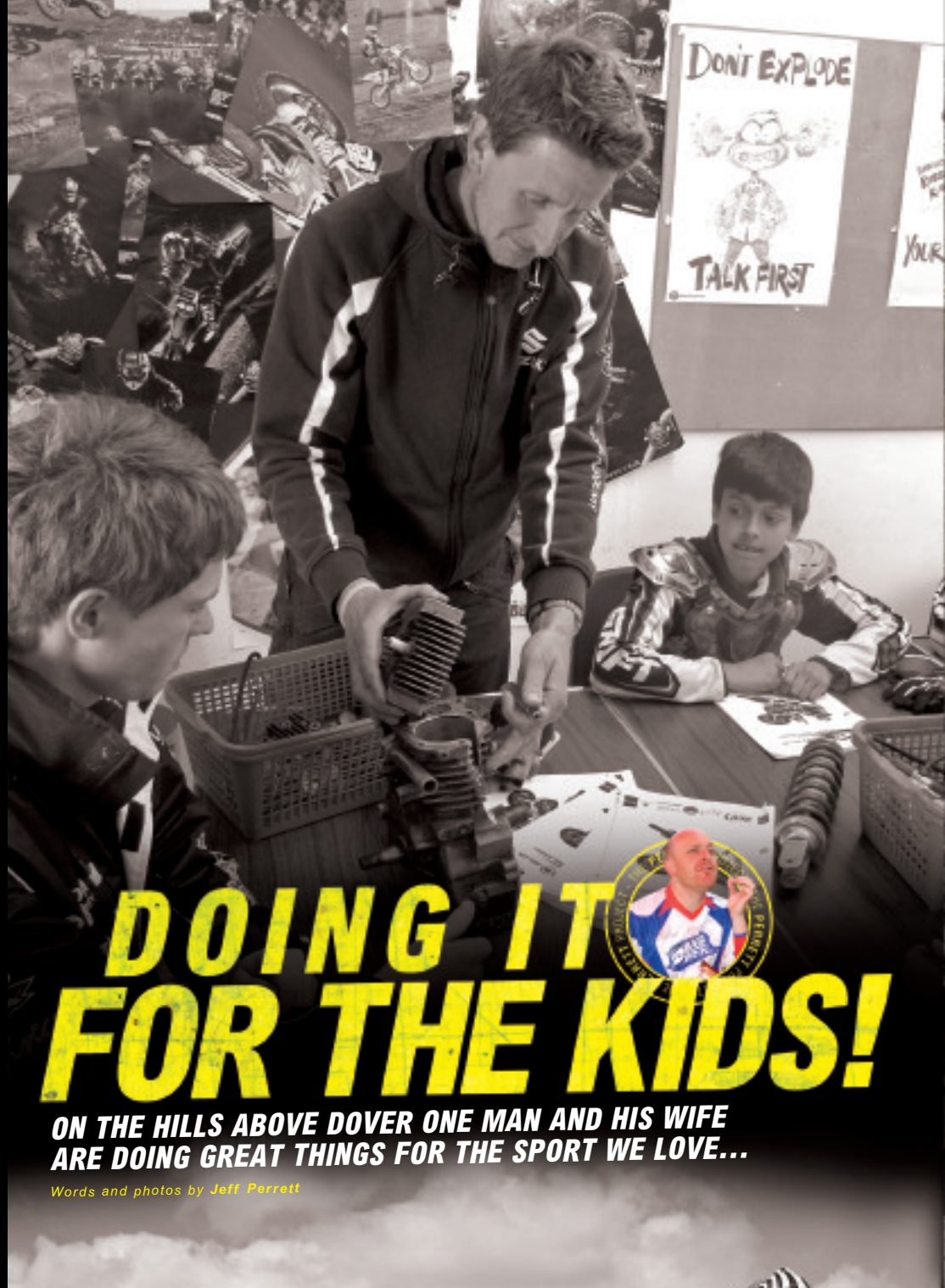
Name on Card

For Events 22 Weston Beach Enduro one event licence applications please ensure that you enclose a passport sized photograph for each rider with their name and post code clearly written on the reverse

Please fill in this entry form and then send it to:

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DOING IT FOR THE KIDS!

ON THE HILLS ABOVE DOVER ONE MAN AND HIS WIFE ARE DOING GREAT THINGS FOR THE SPORT WE LOVE...

Words and photos by Jeff Perrett



*Above: Ric Newton takes students through the workings of an engine
This image: The kids benefit from tuition from ACU qualified coaches*



Relentless Suzuki by TAS rider Mel Pocock gives MXCP riders tips out on the track...

...and in the classroom



Through all the years that motocross has been my life there's been one major, major frustration – that our truly wonderful, family sport doesn't get the recognition it deserves on so many levels. From the dedication and fitness it requires through to the commitment from riders and parents alike and, dare I say it, even the family and good human values that it offers. All are regularly overlooked.

One of the most fundamental things that motocross has given me over the past 31 years is discipline. To some it may appear like I maybe haven't applied myself to the job in hand but trust me I have – just never to the detriment of my personality.

One thing I'm confident enough to say is I don't think I'd have the values that I now class as my strong points if it wasn't for the sport I love. Motocross has not only taught me discipline but also how to deal with adversity, to be gracious in defeat (I learnt that early on!), to respect, to trust and even deeper emotions like compassion. For me riding a dirtbike has never been just about riding a dirtbike, it's always been a freedom of expression and a lifestyle and I owe it so much.

So when I heard about the Dover-based Motocross Challenge Project (MXCP), did a little of research on it and realised what it can offer I thought it had to be a good thing – and I was right.

For those of you reading this that already ride a motocross bike on a regular basis believe me when I say you're privileged. Some kids will never get that opportunity and while you could argue that some don't deserve it, either way you can't deny the fact that riding a motocross bike is a very liberating and exciting experience that can have a profound impact on your life. I honestly believe I've turned out a better, well-rounded person because of it. Of course, I'll never know any different but when I look around at where some of my old school friends are at right now I'm thankful for the opportunity my parents gave me and what the sport I love has given back to me.

With that in mind, anyone who is preaching 'our' religion to the uneducated masses is a good egg as far as I'm concerned, a fellow disciple out there spreading the word. Richard and Charlotte Newton are two such people.

By setting up the MXCP as a non-profitable independent charity they're giving kids of all ages from all social backgrounds a chance to ride a dirtbike and so much more. They're giving them a real opportunity to have some direction in life and you have to applaud them for that, let alone for the fact they're bringing a positive and public interest to our sport.

It all started for Richard as a racer himself. Like many of us he was bitten by the motocross bug and like many he lived for the weekend after working as a carpenter in the week. He knew he was hooked and motocross would play a huge part in his life so to end up doing something as liberating as he does now with the sport he loves makes him and his wife very content. But how did the MXCP come to fruition? I'll let Richard – or Ric as he's universally known – explain...

"It basically came from when I started racing myself aged seven. Several years later someone asked me to do some teaching. There was an ad in the local paper from a man asking for someone to teach his kid how to ride. It was successful for both the boy and me as we both moved on really quickly and I thought 'this is something I really like doing' so then I started to coach a few more people once word spread.

"I was still racing but then I got injured and was out for about a year and that's when Charlotte and I started to discuss if it was worth carrying on racing. I then met Vic Allen >>



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MELPOCOCK RELENTLESS SUZUKI BY TAS

"I think it's a brilliant idea! I mean what's cooler than riding bikes? Imagine if this was at regular school? This would've made me mad for coming into school! I know it's not something that regular schools can do but what impresses me the most is it's not just about learning to ride a bike. It's the fact that you can learn mechanics as well as still study English and the main subjects like that. Some of the lads I've spoken to today know more about motorbikes than my little brothers and they've been around bikes all of their lives!"

who was working as an ACU coach and getting kids involved with motocross on a project in Camden, London. I spent two years having one day a week off my carpentry work to go up and work with Vic in London. From there Vic put me onto Steve Guttridge [now Kawasaki Europe's Racing Director] who was running the Docklands project and I got involved with that and learned so much.

"I was also fortunate enough to have one to ones with Dave Thorpe back in the day when he was running the CAT Honda team and the way he trained and the great patience he had with me really rubbed off and that's how I like to work when training with people to this day. But it was Vic who got the whole thing that we're doing at the moment in motion really, so working with him is where I got my first taste of working with underprivileged kids, young offenders, kids not in mainstream school and literally using off-road motorcycles as the vehicle to put them back on the right track.

"I thought that was amazing and although I was a little scared at first that's what I knew I wanted to do. So I spoke with Charlotte about it and we couldn't see any reason why we couldn't do something similar down here in the South East on a full-time basis."

As simple as that MXCP was born – but the reality of actually getting it to grow after its conception wasn't so easy. Like anyone's baby, creating it is the joyous part – nurturing it is when it can become tough and a mental and physical drain as they soon found out.

"We did it in a very naive way," explains Charlotte. "I wouldn't recommend anyone to set a charity up unless they are totally committed. Through sheer naivety we thought 'we've got an

idea and we're going to do it' but it's been much harder than we imagined it to be. We went to local councils, schools, police etc and there was a really big interest in the project but the dilemma for them was 'why do they want to do it?' because we didn't have a background in that kind of thing.

"So we went and trained as youth workers and that took about 18 months and then we came here in 2000 and worked really hard to resource the land and find the budget. We had a donation of £10,000 to set the project up and out of that we bought five bikes and we went to loads of motocross events and asked people if they wanted to sell their old motocross clothing and bits and bobs.

"We then put a proposal to Suzuki after initially being associated with Yamaha and they invited us up to have a meeting. They loved the concept and the charity and supported the cause. The same with Fox, Silkolene and all the others, they all supply us with a delivery of product at the start of the year, year after year and it saves us thousands of pounds. We can then put that investment into actually getting more kids riding dirt bikes."

Proving my earlier point and what many of us already know, the pair also found it very frustrating trying to break the misconception that motocross has to those who aren't already involved with it. But they stuck to their guns and worked hard to get the local community on their side.

"We found that motocross is often misinterpreted among authorities like councils and the police," explains Charlotte. "They think it's all about bad kids riding bikes through housing estates and on bits of wasteland – >>





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they don't realise or understand the family values and professionalism of it all. It's one of the most demanding sports in the world too so it gets kids out and keeps them healthy and active but it's hard to make the local powers-that-be appreciate that fact. We had to really work hard and show them what it can offer a youngster.

"Many of them were getting into trouble on a regular basis. They weren't going to school and just heading off the rails and for them it was something fun and interesting and different from school. We want to encourage them back to school or on to college and hopefully we're the stepping stone to let them do that. Here they learn team building and life skills that maybe they don't at school because they find it more interesting."

I can clearly remember that first rush of riding a motocross bike and it's great to see it in the kids' eyes at MXCP. So for Ric and Charlotte going to work each day must be an absolute pleasure – especially when you consider that most of their permanent staff have come through their specialist school and are proof of its success to put kids on track and give them something to aim for. They now have a job at MXCP, are qualified ACU coaches and are the ideal role models for the kids that come to MXCP because they were in the same boat at one stage.

It's a great set-up they have down there on the hills above Dover. Although it's a small bit of real estate it's all laid out well and the circuit – which is split into sections that all link in to make one bigger track if required – is small but ideal for what they need to achieve. There's a little cafe and they've converted the old outhouses and stables of the adjoining farmyard into a workshop, classroom and laundry room where all the students learn maths, English, how to strip and rebuild an engine and even do their own laundry. And there's a gym with equipment generously supplied by Dirt Bike Gym where the

students are taught the importance of being fit and healthy.

And it doesn't end there. As a group they do fundraising events themselves like going on a 26-mile hike, camping and mountain biking trips, even archery where anyone and everyone can get involved. MXCP is not just about helping underprivileged, foster, young offender or special needs kids, it really does cater for them all and if just a handful of them get back on track by getting out on the track then that's got to be a good thing for everyone and a fantastic advert for our sport.

Ric and Charlotte have now taken it a step forward by forming the country's first charity-backed motocross team racing regional events and maybe some bigger stuff further down the line. Again it's a brilliant advert for the MXCP as the riders on the team – Jack Scott, Jake Ross-Buss and Ryan Matthews – have all come through the project so not only have they actually got these riders into the sport they are now supporting them to go racing. Major industry players like Suzuki, Silkolene and Fox not only support the school but have also got behind the race team, as have local companies like Ovendens Plant Hire, Commercial Motoring World and Robinsons Studios proving it's making an impact in the community.

It really is a cool set-up they've got going at MXCP as myself and Mel Pocock found out when we went down there. I may not be quite the role model that Mel is to the young kids but nevertheless I stood there watching and knowing what it meant to them. I genuinely left for the long drive home from Dover feeling quite humble yet privileged because I know what riding a motorcycle can do.

It can shape your life, like it did mine – and like I believe it will for the many kids that will come through the MXCP. If that doesn't deserve credit I don't know what does...

For more information go to www.mxcp.co.uk



The MXCP is a real labour of love for Ric and his wife Charlotte



RYAN MATTHEWS

ASSISTANT MANAGER AND
ACU QUALIFIED COACH

"I was one of the first students in about 2001 and learned how to ride a motocross bike here. I then didn't come back in ages until my little brother came here for work experience and I decided to get back in contact with Ric and he offered me a job as a coach. My dad used to road race so then we got into racing for a bit but now I'm here and this is my full-time job. I love it.

"It's hard work though, like every job there's drawbacks. People think I'm riding bikes all day, every day but it's not like that. I don't really ride that much because I'm coaching. Working with kids is cool, sometimes they can play up a bit but we just let them go off and cool down and they soon realise they're doing something way better than being at a normal school. There's a carrot hanging in front of them here. At the end of the day they get to ride a motorbike but they only get to do that if they put in the work before that. They don't just get to come up here and ride bikes as a jolly – it's not like that at all.

"They have to do their maths and English and get their bike prepared before they can ride and prepare the track if things need doing before they can ride it. They have to put in to get back."



"Take it gingerly!"



BOLD AS BRASS!

YOU CAN'T BE BACKWARDS IN COMING FORWARDS IF YOU WANT TO GET INTO ANGELINA JOLIE'S PANTS AND STUNT PERFORMER AND FREESTYLE MOTOCROSS ENTREPRENEUR ANDY GODBOLD'S BEEN THERE, DONE THAT AND PROBABLY WORN HER T-SHIRT N'ALL...

Words and photos by **Sutty**

Most people think that mainstream movies do absolutely feck all to promote the sport of motocross in a positive light but they'd actually be dead wrong even though initial evidence would make you think otherwise – the MX scene in Charlie's Angels: Full Throttle was very cool but also very far fetched, Supercross flat out sucked, Motocross Zombies from Hell wasn't worth the price of admission and has anyone even bothered checking out that movie Free Style? Y'know, the one that stars the Afro-American dude out of High School Musical? Nah, thought not.

But films such as Tomb Raider 2, The Da Vinci Code, Clash of the Titans, Batman: The Dark Knight, Atonement as well as the upcoming Captain America epic have all helped contribute massively towards bringing motocross to the masses right here in the UK – just not in an obvious, in your face kind of way. What am I on about? Read on... >>



Samson ensures Sutty's got a bird's eye view for the photoshoot



Samson Easton throws out a textbook double-handed seatgrab

After years of training to become a registered stunt performer in 1998, former Eastern Centre motocross expert Andy Godbold has worked on a lot of mainstream movies and doubled for a fair few famous actors and one or two actresses n' all which is why he's one of the few people I know who can honestly say they've been in Angelina Jolie's pants. Obviously, it's a dangerous game (the stunts I mean, not wearing Angelina Jolie's pants) but the pay can reflect the risks so over the years Andy's been able to invest a considerable amount of his hard earned resources straight back into his favourite hobby – motocross.

It's all kind of come full circle for Andy because he initially got into the stunt game by managing and starring in the Lings Honda Motocross Display Team whose appearances on You Bet and Don't Try This at Home lead to

Godbold getting offered stunt work on films and TV in the first place. An increase in the amount of stunt work he ended up getting meant there was less time but more resources to throw into the project and in 2002 the display team transformed itself into the full-on Bolddog-branded FMX-fest it is today. From there the show has come on leaps and bounds, more recently under the management of Dan Whitby.

Whitby, a former wedding function coordinator – I s**t ye not – started working for the e-commerce side of the Bolddog empire in 2005, learned a stack of FMX tricks in the Bolddog compound during his lunch breaks and then started riding in shows at the weekends. As well as getting to grips with the riding side of things, Dan's super-anal levels of attention to detail made him the perfect candidate to become team manager too and since he took over things have

only got better for the team who are pretty much booked solid from now until November.

The majority of bookings come from county shows although there's still the occasional bike bash such as the Dirt Bike Show, a selection of MCN events and then the TT as well as extreme sports festivals like NASS. But Bolddog's bread and butter is definitely the horsey/agricultural/flower/craft shows where a bunch of badass FMXers are the last thing you'd expect to stumble across.

"It really doesn't sound like it should work – mixing dirt bikes with the county show crowd – but we've actually been very successful," says Dan. "We're taking motocross to an audience that definitely wouldn't normally consider coming to a muddy field to watch an event but when we bring it to them and stick it in their faces they're always really impressed – it really



Aaron Powley's
old-school Cordova

opens their eyes to the sport.

"We know there's a real buzz about what we do because we have an interactive stand where the public can come and meet the riders, grab a poster and look at the bikes. It proves to be really popular and they always want to know more about the sport. They'll maybe ask where they can get a bike from and then later we'll hear from Lings that they've had enquiries from someone who's seen us at a show in Devon who has then gone on to order a pair of CRF50s for their kids. It's really cool when someone who we've introduced to the sport gets in touch at a later date and sends us pictures of them shredding around on their Honda fifties."

One thing that undoubtedly helps the team fit in at these shows is their ultra-professional team image that's not dissimilar to a high-end race team in appearance and function. >>



Dan's a stickler for making sure everything is just right - hence his nickname...



'Little Miss Perfect' Dan Whitby manages and rides - a sort of FMX Roy of the Rovers

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- Is it:**
- A:** Chris Birch
 - B:** Chris Brock
 - C:** Matt Damon
 - D:** Ash Davies
 - E:** Granny Slippers

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The team's super-professional appearance means they fit in among the county show set



Aaron Powley – accomplished FMX rider and pocket billiards player

WORLD WIDE WEB!

THE ONLINE HOME OF BOLDDOG FMX...

If you want to know more about freestyle motocross in the UK, the Bolddog FMX team, where they'll be performing this summer or which of your favourite films the team has performed stunts in you need to get on t'internet and check out www.bolddogfmx.com...

In a previous life Dan Whitby was a wedding planner



Their articulated truck which also works as a landing ramp is kitted out inside just like a factory race semi and the team of Whitby, Samson Eaton and Aaron Powley all dress in matching THOR racewear and ride identical looking Honda CRF450s. While some might say that's about as far from freestyle as you can get Samson disagrees.

"Everything's changed these days. People used to run cut down mudguards and ride in shorts and t-shirts and that was considered freestyle but the Yanks have changed it all around now. Nate Adams started it off by running full length fenders and riding in proper motocross riding kit which is what we do too."

"I'm proud of the fact that we look and act

professional," adds Whitby. "If someone wanted to pay us to doss around and turn up to ride looking like scrotes then that would be lovely but realistically that's just not going to happen. We've gone down a different route in that we operate and act more like a race team. It's just not possible to rock up to a county show looking all ghetto and expect to be taken seriously."

As well as starring at demos around the UK, the team are also proactively promoting competitive FMX too with their upcoming Bolddog FMX Championship that will be held at Rougham Airfield near Bury St Edmunds on June 4. The first FMX comp in the UK since 2009's Air Warriors – aka Reach for the Pies – event in Preston, a full line-up of the UK's best

FMX talent is set to converge on the comp to put on one hell of a show.

"It should be a good night," says Andy. "We're going to have a pit party beforehand so all the spectators can come and meet all the riders and check out the bikes. We'll also have some fire breathers, the Bolddog Babes and a freestyle streetbike demo from British champion Paul Hanks. Then the main event will kick off at 7pm with competitions for both Pro and Amateur riders. So far most of the top British riders have agreed to come and if it's successful we'll look at running a full series. We've already spoken to the ACU about it and they seem keen so this could be the start of something good for FMX in the UK."



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American Garth Kaufman launches himself to fourth overall in Tuuri





SNOWBALLIN'!

RAPIDLY GAINING POPULARITY IN THE WORLD OF EXTREME SPORTS, SNOCCROSS MIGHT JUST BE THE COOLEST WINTER PASTIME EVER CREATED...

Words and photos by Nuno Laranjeira

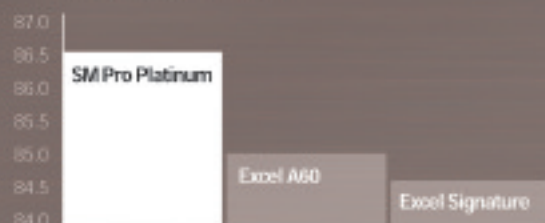


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Black, Red, Black



Red, Silver, Red

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Black, Black, Orange

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Blue, Black, Blue

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Black, Gold, Black



Gold, Black, Silver

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Gold, Silver, Black



Green, Black, Green

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Speedy Swede(y) Johan Dahlgren

Even though the sun's shining gloriously it's a nippy minus five in Tuuri, Finland, where the 2011 FIM Snowcross World Championship is taking place. Snowcross – or Snocross as it's more commonly known – might just be the most awesome winter sport known to man as racers on highly-tuned 200kg, 600cc two-stroke sleds battle it out around supercross-style circuits at speeds of up to 60mph.

And although it's not quite motocross it's not far off either...replace dirt with snow, front wheels with skis, back wheels with a rubber belt drive and you're left with something that resembles a land-going jet ski that shoots out snow roost at an alarming rate – you certainly wouldn't want to receive a shot to the chops from one of these snowballs. The one thing we can be sure of is that it all looks a bit cleaner with idyllic mountain backgrounds and all the colours popping vividly against a white background.

Snocross tracks are usually man-made and although similar in appearance to a motocross track they aren't marked by fences – a hi-vis pink powder line marks the 50-metre wide circuit instead. Because it takes some serious strength and agility to ride these high-performance machines the races are kept short with only 15 minutes plus two laps. The Pro-Racer class of the world championship allows two-stroke engines up to 600cc and four-stroke motors up to 1050cc. The screaming two-strokes seem to be more popular though and are a real pleasure to listen to.

The town of Tuuri is some four hours drive from the Finnish capital of Helsinki and its name means 'luck'. This 'good luck community' hosts the country's second largest commercial complex – the Keskinen Brothers Village Shop which attracts over six million yearly visitors. One of >>



Americans Christian Logan and Tucker Hibbert get squeezed by Scandinavians Aki Pihlaja and Emil Ohman



Champ back in 2008, Emil Ohman regains his crown





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*Source: The Exchange, November 2010 **Excludes professional sports people.

The top sledheads grab just as much air as GP MX racers



Start of the third race of the day – motos are short and sharp as the racing is so physically demanding

the first things you notice about Tuuri is a huge golden horseshoe that has been erected over the shopping mall and is ranked #3 on the world's ugliest buildings and monuments list at virtualltourist.com. The mall and everything at it is gold so the whole place sorta looks like a small Las Vegas or maybe Goldmember's palace in the middle of this winter wonderland.

With a 35-second, 700-metre circuit carved into the snow, spectators are never short of action and with three 15-minute motos deciding the outcome of the championship it's a high-tension affair. Reigning champ Tucker Hibbert is in Tuuri to defend the title on his Monster Energy Arctic Cat but he's bound to have some stiff opposition from Sweden's Emil Ohman and Johan Lidman.

It's the defending champ who wins the opener after battling through the pack from a ninth place start but it all turns sour for the American in moto two when his belt drive snaps while he's once again out front. With Tucker sidelined Ohman takes over at the front, beating Lidman to the finish while America's Garth Kaufman battles to third.

With a healthy overall lead heading into the final race Ohman knows he only has to keep an eye on Lidman and Petter Narsa in the final moto. When Lidman crashes at the start the door is left wide open for Ohman to claim the crown although Narsa still gives 100 per cent. After leading briefly, Ohman takes over out front until Hibbert blasts by the lot to take his second win of the day but the title is Ohman's.

"In 2008 I won my first world championship but I've always tried to win it back again since then," says the 24-year-old Swede. "I told Tucker before the third race that I felt bad for him as he had been faster than me but in racing stuff like this happens sometimes. I'm really happy to be on top as I worked hard for this."



Christian Logan finishes outside the top 10 – not a good day for the American

THE **V** FACTOR!

IN A SPORT DOMINATED BY SINGLE CYLINDER ENGINES, APRILIA – WITH 18-YEAR-OLD BRIT ALFIE SMITH IN THE SADDLE – ARE AIMING TO BUCK THE TREND WITH THEIR V-TWIN FACTORY MACHINE...

Words by Dickie Dye Photos by Suttie

It may well be possible for a blindfolded caffeine fiend to sniff out the factory Aprilia team in a GP paddock just by the typically Italian aroma of freshly ground coffee.

Typically Italian too are their bikes, presumably built by engineers and designers with the specific brief of non-conformation.

The fundamental characteristics of a motocross bike dictate it must have two wheels and an engine with suspension enabling it to be ridden at speed off-road. With few exceptions, every other 450cc motocross bike on the market today looks similar with an inherent perimeter frame, cloned plastics and – most importantly – their conventional single cylinder, mostly fuel-injected 450cc four-stroke motors. Cosmetics are changing slightly thanks to transponders and no real need for large number plates and then, of course, there's the Husqvarna/BMW 450 project with its fuel tank

filler cap sited on the sharp rear mudguard.

It is probably this Husky/BMW motocross bike which, after the Aprilia, deviates most from the norm. Yamaha and Husaberg have slipped half-a-toe outside the box with their single cylinder 450 four-stroke motors and have developed and produced slightly alternative designs, although on-track performance across the board seems to have changed little.

History suggests motocross and motocross machinery evolves slowly. The very dynamics of the sport demand a specific base motorcycle which seems to be extremely difficult to improve. I can't think of any other motorsports which have developed so slowly and given such slight performance gains over the past one or two decades. Would a new 2002 Honda CRF450 with breathed on suspension be competitive now? You might as well ask if America will win the MXdN this year... >>



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ALFIE SMITH 41

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Pocket rocket! The pint-sized Smith puts his factory Aprilia through its paces at APEX

Alfie is one of just a handful of Brits with a regular GP ride

The MXV450 Aprilia is unquestionably different in many ways. But it's one thing to be different, totally another thing to be better. And to be different simply for the sake of being different is purely a luxury. This for me is what's so fantastic about this factory, the team and this bike – and this whole concept. It's a dream. In an Italian way. What factory hauls a 40ft semi around Europe for one rookie racer? Hospitality tables, flowers, croissants and a mechanic called Renato – surely it's part of a bigger picture?

Alfie Smith fits into the package beautifully. Why? Because Aprilia want a presence at the GPs and Alfie is a young up-and-coming rider with a factory ride. Everyone's a winner! Alfie's brief is to finish races although this 18-year-old has other ideas and ambitions. This is just the start of his professional career – and what a place to start!

The Smith family are from Henley-on-Thames and they are grafters – there are no airs and graces, what you see is what you get. Dad was always into bikes and preferred street choppers

to off-road stuff but when Alfie was six he started racing with the Vale of the White Horse youth MX club and soon progressed.

With a bit of help with his training and preparation from the Hanson Racing Team when he was 11 years old on a 65, the die was cast. There followed a few seasons going his own way and training on his own and when he naturally progressed to a 250 it was then Alfie began work with Dave Thorpe.

"When I moved to the 250 class this was the first time I really struggled with my fitness and now riding in the GPs – the longer races and often different climates – it is really hard. It is impossible to race at this level without being fit. Training with Dave we do proper sessions specifically designed for motocross.

"I've always looked up to Ricky Carmichael [Alfie, you're 5ft 4ins tall, you've always looked up to everyone – DD] for riding style and speed but for physical training I have always thought Dave is the best. For this year I was training from around the beginning of November until

Christmas. We mainly do running and cardio stuff on mountain bikes, then spend some time in the gym and often go to squash or in the pool for a swim after. It's always hard but good fun. In this time I did no riding at all but after a short break at Christmas I was back on the bike getting ready and ride-fit for the season.

"I've had a few crashes in I guess a short period of time. I broke my leg and arm and dislocated my shoulders and while it's always hard work coming back I've managed to do it and I'm really looking forward to 2011.

"My race bike is great, the team is committed to GP racing and I get on really well with my mechanic Renato Ferro. He doesn't speak much English and my Italian isn't that good but we're both improving. We focus on the professional side of the language first. I can chat with him about technical bike stuff so he understands what I want with the bike and set-up etc. Then of course we can communicate well when it comes to food – they are obviously the priorities and we're working on the other bits!"

Riding the bike is fun. Despite its appearance it's one of the lightest MX1 racers on the track at around 105kg so it immediately feels nimble and agile, although – for me – quite small. A soft, smooth stroke of the kick starter and the V-twin motor crackles effortlessly into life. Revs are electronically controlled via the fuel injection, giving our cold test bike a quite random rev rise and fall. Once warm it is sharp and responsive.

It revs quickly – 76mm pistons and a stroke under 50mm assure this bike is not going to be a torque-monster. A CRF250 in comparison has a 78mm bore and a 52.2mm stroke. On the soft APEX MX track bottom-end power is hard to find, the mid-range is okay but it's on top when the bike begins to sing. Horse power >>

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data is not readily available but with the motor revving to around 12,500 all 40-plus horses are going to be produced up nearer 10,000 than 5,000rpm.

The MXV450 has been designed by engineers conscious of not only weight but weight distribution. Finding ways of centralising and lowering weight is a priority. The actual centre of the bike is as near as possible the centre of gravity and the front-mounted filter box and fuel tank sited right over the rear suspension unit immediately creates a comfortable, balanced feel. The forks and shock on our bike were Kayaba, though 50mm Marzocchis and a Sachs rear unit are quoted as being standard issue. Aprilia also make a GP replica which has a Sachs rear unit and Kayabas up front.

Aprilia call their chassis a perimeter/trellis design, bringing together a steel tubular trellis pattern with alloy sections forming a perimeter structure. It is contemporary and innovative. Cosmetically, the large alloy diamond in the centre of the bike immediately catches the eye. The swingarm has hydro-formed members for maximum lightness and elasticity and it has a rising rate linkage system which protrudes slightly beneath the bike at the rear of the motor.

While it was a little soft for me, it was plush at the rear and the steering was sharp at the front. Not really surprising as all the principal points – handlebar, footpeg, seat, wheelbase etc – match closely those of a CRF450 Honda. The steering angle at 26.2 degrees is one of the steepest of any current 450.

Nissin brakes are now the established standard in motocross and work well. They are found on most production bikes these days and are hard to improve on.

Like a catwalk model the bike is slim and good looking and from the rear the two titanium and carbon silencers add to its appeal. The titanium front section of the pipes are tucked in well to each of the 77 degree V cylinders and the four-speed gearbox and conventional clutch housing melt into the overall image of the bike. The clutch itself is light and smooth.

Aprilia started making motorcycles in 1968 and made their name primarily in producing a 50cc motocross bike in the early '70s called a Scarebeo. Aprilia got turned on to the thought of competing and winning national and international races and especially nurtured the idea of racing in top level motocross. So the dream began.

Dickie found the bike surprisingly light – and a little on the small side



The first national title success came in 1977 in the 125 and 250cc classes and in 1978 Alborghetti became the highest-placed Italian motocross rider ever when he finished the season with two third place race finishes and a fantastic sixth overall in the world championship.

In the '80s the global motorcycle market was in crisis but Aprilia capitalised on their popularity and in addition to their motocross efforts sped into the fast and furious world of Moto GP. Aprilia became the nursery for some of the elite of road racing – Biaggi, Capirossi, Gramigni, Rossi and Lorenzo to name a few.

The '90s brought a huge push into the middleweight and big bike sectors. As part of the Piaggio group, their parent company's force and investment base enabled Aprilia to design, develop and produce their own models with their own engines. Into the 21st Century, Aprilia forged ahead with their 450 and 550 V-twin off-road racers and in February 2008 revealed their 200HP RSV4 1000cc racer. Aprilia are now the only European motorcycle manufacturer who produce a full range of bikes from 50cc to 1000cc.

Aprilia's GP efforts in motocross have grown with riders such as Melotte, Izoid, Bill, Chiodi, Priem and Josh Coppins but while Josh broke into the top 10 on several occasions Aprilia have not yet been a threat to the title. A brief glance at the MXV450 Aprilia when it was launched in 2007 would suggest it has changed little in the past three or four years but a reasonable knowledge of the company, its motivation and its pedigree would suggest they are not standing still.

Straight after our brief ride at Worcester, Alfie was off to Dunkirk, then to Lommel to practice in deep sand. The life of a pro motocrosser is a hectic one!



PERFECT POISE ON THE
250 IN THE 1982 TROPHÉE
DES ART GAILDORF

THE O'SHOW!

A MAJOR PLAYER FROM THE GOLDEN '80s ERA OF AMERICAN RACING, JOHNNY O'MARA TALKED THE TALK, WALKED THE WALK — AND THEN PASSED ON HIS MAGIC TO A PAIR OF MODERN-DAY LEGENDS OF THE SPORT...

Words and photos by Jack Burnicle

In one of the tightest battles in 40 years of US supercross, former champion James Stewart thrust his Yamaha into a thrilling five-way fight with Ryan Villopoto, Chad Reed, Ryan Dungey and Trey Canard. Part of Stewart's resurgence can be attributed to the newest member of his San Manuel team, a former Honda America star who acted as coach and mentor to Ricky Carmichael during the freckled one's meteoric rise over a decade ago.

Johnny O'Mara originally sprang to fame in startling style when he won the muddy 1980 125 US GP in mid-Ohio on a Mugen Honda, beating world champ Harry Everts. 'Johnny O' — who turned 50 on March 25 this year — was a quiet, reserved kid from Encino, California, blessed with a mane of blond hair. His dad, John Senior, was a desert racer and Johnny got a bike at five and began racing as a 10-year-old on a 100cc Honda in 1972. He reckons he "wasn't all that good but had fun" though he was fast enough to become the top local schoolboy. In 1980, by then 18, he turned heads as a rookie in the 125 Nationals.

"I got a lot of attention riding the Mugen Honda," he explains. "This kid appeared on a white bike in white gear and I had a pretty good style — kinda flashy — so they liked watching me." He scored a couple of fourth places and finished 12th in the series despite missing three races out East because of a tight budget.

And that 125 GP... "I got first and third there," he remembers. "I didn't really like it — I never liked riding mud — but everything went pretty well!" Suddenly, a full-blown Honda deal materialised for the 1981 125 Nationals where he finished second to Suzuki's Mark Barnett and collected his first overall win. Then, dramatically, Honda America's new boss Roger De Coster decided to send a quartet to the Trophee and Motocross des Nations. Despite the latter race at Gailldorf in Germany being O'Mara's first on a 500, Johnny — outstanding in the deep sand of Lommel on his 250 — helped the USA to their first ever world team titles.

"Both me and Danny LaPorte were especially strong in sand," says O'Mara. "And I liked that kind of racing. I adapted very easily to different tracks and different circumstances and I found the 500 easier to ride. A lot mellower — I didn't need to be as aggressive on it!"

In 1982 he finished third overall in the AMA supercross series before paying a surprise visit to Europe for the Swiss 125 GP at Fauenfeld. "It was

my idea," smiles O'Mara. "The 125 Nationals took an eight-week break so we sent my own race bike across and Honda Belgium took care of the rest. We were only over for a week."

He blew away eventual champion Eric Geboers. "He rode well but never got close," says Johnny. "There were few people who could go faster than me on a 125. It was warm and I was in better condition and much stronger towards the end." A fitness fanatic, Johnny returned to pressure Barnett with a pair of overall wins and finished much closer this time in the 125 Nationals. A second MX and Trophee des double put the icing on a terrific season. "That Trophee was the first time in 1982 I'd ridden a 250 outdoors," he admits. "And I hadn't even been on an open classer since the previous year's MX des!"

He finally toppled Barnett in a gripping 1983 AMA 125 championship, just nine points separating O'Mara from runner-up Jeff Ward's Kawasaki with Barnett third. Sixth in a supercross series won by David Bailey from Barnett by two points, Johnny decided to focus on the 250. "I'd too often slacken off and settled for second or third," he feels. "I worked on accepting nothing less than first. I needed to increase my aggression so I worked hard pre-season, did a lot of riding and felt really confident going into '84."

It paid off! Although Johnny narrowly lost his 125 outdoor crown to Ward he topped the 250 SX series with five Main Event wins to beat Bailey and Yamaha's Rick Johnson to the title. This illustrious trio even took time out to contest the first-ever Paris Bercy supercross in March 1984, 'the O'Show' a new French idol after winning the opening night!

Later that season, proving his extraordinary versatility, Johnny won the first moto of the US 500 GP at Carlsbad Raceway. "It was hard-packed and really rough," he recalls. "You didn't see too many tracks like it. Ricky Johnson had it really well dialled. Had all the lines worked out. Looking for lines is the key to this whole business!"

Unluckily, the introspective O'Mara went down in the crowded first turn of race two. Howled on by the huge, partisan Southern California crowd he stormed back to third overall, failing to snatch victory by just two points. And he was back in the US team that did the last double in team history, winning the MX des in Finland before clinching that final Trophee des in Sweden. Then it was back to Paris where he was crowned King of Bercy in early December.

Turning full-time to the 250, O'Mara finished >>



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he

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What do Extreme Enduro superstars like Graham Jarvis (UK), Andreas Lettenbichler (GER), Chris Birch (NZL) and Xavi Galindo (ESP) have in common with reigning MX3 World Champion Carlos Campano (ESP) and the Erzbergrodeo?

fifth in a 1985 AMA supercross series so titanic it rivalled 2011. He won two Main Events and finished only 22 points behind champion Ward before losing another colossal season-long duel with the Kawasaki in his first outdoor 250 National campaign. But he did win the US 250 GP at Unadilla and mounted the throne again in Paris.

Then came 1986 and Johnson joined O'Mara, Bailey and Micky Dymond to create an awesome squad under De Coster at Honda America. Fourth in the 500s and third behind Johnson and Bailey in both supercross and the 250 Nationals, O'Mara enjoyed a decent year. But with Bailey 500 champ and Dymond winning the 125s, he was the only team member without a trophy. He even lost the Unadilla 250 GP to Bob Hannah when his factory Honda ran dry as he led into the last lap of race two!

So Johnny arrived at Maggiora in Northern Italy for the MX des Nations already knowing his sixth season with Honda was his last. Fired up to prove Big Red wrong, he ripped his 125 through a pack of open class grand prix maestros in the most famous flight of fancy in motocross folklore to finish second behind Bailey's



500. With Johnson they annihilated European opposition on that dynamic, sun-drenched afternoon. Then four months later, having sought refuge at Suzuki, O'Mara suffered a huge blow when his close friend and training partner David Bailey was paralysed in a practice crash.

Top 10 championship finishes during the next two years – his best seventh in the 1988 250 series – preceded a move to Kawasaki for whom he almost lifted the 1990 US 500 GP at Glen Helen after being felled early in the second moto following a scalding duel with old foe Geboers in race one. A keen cyclist, Johnny had also survived a massive road accident in which he suffered facial injuries and he eventually retired from racing at the end of 1991.

Johnny O'Mara, together with David Bailey, was responsible for a radical revolution in the technique of top class motocross that reverberates to the present day – cool, elegant exponents of a polished precision which by the end of the 1980s had become the sport's global style bible. No wonder both Ricky Carmichael and James Stewart have chosen to benefit from the advice of 'the O'Show'!

FAST FINN!

IT'S NOT JUST THE FRENCH WHO CAN SWITCH FROM TOP-FLIGHT MOTOCROSS TO WORLD CHAMPIONSHIP ENDURO SUCCESS AS FINNISH FORMER GP RACER MATTI SEISTOLA IS PROVING...

Words and photos by Jonty Edmunds

When one of your team-mates is a seven-time enduro world champion and two-time US GNCC title winner named Juha Salminen and the other Antoine Meo, the reigning Enduro 1 title holder, you know you're going to have to do a lot to impress your boss. But impressing Husqvarna CH Racing Monster Energy Team Manager Fabrizio Azzalin – and plenty of others within the EWC paddock – is exactly what Finn Matti Seistola is doing right now.

For the past two seasons Seistola, previously a motocross GP regular with the Italian SRS Honda team, has been getting to grips with life as an enduro rider. Firstly aboard a 450cc machine in the Enduro 2 class but since 2010 on a 250F in Enduro 1. During that time he's endured good times and bad, learned much about the challenges of becoming a top-flight enduro racer and now, as he gets his teeth into his third season of woods riding, has emerged as a rider not only capable of challenging for podium results but of challenging for podium-topping results.

"I'm happy with where I'm at but it took a little longer than I thought it would," explains Matti shortly after the recent GP of Portugal. "I don't mean surprised it's taken as long as it has to get

used to enduro but surprised it's taken as long as it has to get where I am now, fighting for podium results. Honestly, I thought that I would be a regular podium contender all of last year. But I'm happy that I have now arrived at that point. At the first race this season I saw that I was really able to not just fight for podium results but also win which was great. I still have one or two weak points – mainly slow speed riding like on the extreme tests – but things are really coming together now which is great."

With Juha Salminen by his side as not only his Husqvarna team-mate but also as his E1 class-mate, Matti has unquestionably raised his game coming into the 2011 EWC season. And more so than many other riders that showed an equal amount of promise during last season.

Rather than roll over and accept second best to his vastly experienced countryman, Matti has instead rolled up his sleeves and got on with the job. And at the first round of this season's world championship he showed just how serious he is by coming close, very close, to beating Salminen to the top spot of the day on an E1 podium.

So where's Matti found his additional speed from? What's changed to make him a bona-fide podium contender? Equally, what influence has Juha had on both Matti and the team? >>



He may be assuming the classic motocross attack position but Matti's been working hard to 'enduroise' his style

Matti Särkijärvi

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The Finn turned heads when he came out and challenged team-mate Juha Salminen at the opening EWC rounds in Spain



"I guess the easiest one of those questions to answer is about Juha. Of course it's easier when your team-mate speaks the same language as you but the best thing is that everything's so easy with him," explains Matti. "Even though we are both competing in the same class we get on great. I'd like to be as calm as Juha always is but I have a very different personality. Everyone knows Juha is always calm and never goes from being the happiest man to the most disappointed when something doesn't go so well.

"That's a little how I am – happy when things are going well, sad when they're not. I try to be as calm as I can be at all times but it's hard to be as calculated as Juha is. The one thing I have learned from Juha is to always be positive, even if things aren't going your way.

"I think my speed has come from working hard this winter and of course being a little more experienced as well as having a great bike and team. I think the biggest thing is that I have tried to change my riding style a lot and cut out the mistakes. I really like the way Antoine Meo rides and I have tried to be more like him. He is

always standing up, pushing onto the foot pegs. And always relaxed and flowing.

"I worked hard during the winter to ride more like that and not to sit down quite as much as I did when I was racing motocross. You know, you can't always be too aggressive. I feel comfortable riding standing up now and it makes things a lot easier for me when I'm riding over roots and rocks in the extreme tests but most importantly on the enduro tests. Changing my riding style for riding in the woods, for the enduro tests, is what I have tried to do. That was always my weakest point. I would crash and make mistakes on the extreme tests but it was the enduro tests that I was losing my time.

"Juha and I spent much of the spring together training in Spain and I tried to learn as much as I could from him, too. But Juha has a unique riding style so I just tried to take a few things from his riding, like how he deals with extreme tests. It's definitely helped me."

With Matti's hardest competition coming from within his own team it would be easy to think that things must get a little heated from time to time. With team-mate fall-outs common within

motorsport – especially at the highest level when more than one rider's vying for success and to be top dog – it's therefore a little surprising that things always remain jovial within the CH Racing team. And although Matti's never known any different – he's only ever ridden for the Azzalin-run squad since switching to enduro – given the choice he'd certainly like to stay where he is.

"It's great in the team and I really like working with Fabrizio and all the mechanics and other riders. I know all riders are supposed to say that but I really do enjoy it, there's a great atmosphere and everyone enjoys themselves as well as wanting to do the best they can. I would certainly like to continue with the team in the future.

"Everyone is working very hard, not just everyone within the team but back in the factory as well. Meo's E1 title last year was a huge boost for everyone in the company and the team. Now we have improved the team bikes and the E1 and E2 class four-strokes are working really well. With the riders regularly battling for podium positions like we have

>>>



It's not just French MXers who can turn their hands to enduros





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TO FINISH FIRST...

...FIRST YOU GOTTA BEAT THE FRENCH!

France might well be the dominant nation at the International Six Days Enduro these days but if there's one nation that stands a strong chance of beating the squad that contains the likes of Johnny Aubert, Antoine Meo etc it's Finland. Especially as this year's six days is being held in Kotka, Finland.

With the sandy Scandinavian terrain one of the hardest in the world to master, the Finnish riders will have a notable advantage going into the week-long event in August. But will they be able to stop the French Trophy team claiming yet another win?

"I haven't spoken with the other Finnish riders about it so much yet but I know they will all be wanting to fight with France and Italy this year and win the event," comments Matti. "We have a really good chance of winning and I'm really looking forward to the event because it's something I've never done before."

"I'm really hoping that I will be in the team. Finland has a really good chance to win again because it will be typically Finnish terrain – sandy with rocks. We're used to it so we need to make the most of our advantage."



A day two DNF in Portugal may prove costly but Matti's stamped his mark on the E1 division

this season it really gives everyone the motivation to keep pushing, to keep working even harder. Now with Juha on the team things are even stronger. We have the perfect weapons to fight for titles and that's what we're all trying to do."

If Matti can continue to produce the kind of form he delivered at the opening round of this year's world championship where he twice placed as runner-up to Salminen then there's little doubt he'll be staying put at Husky for a few more seasons. Showing himself to be both fast and consistent when racing, Matti battled almost faultlessly for the top spot at the GP of Spain throughout both days.

"In the first race you never know what will happen but I knew that if I could do my thing, ride the way I know I can, that I would be on the podium and maybe in a position to win the race. I did exactly what I wanted to do in every special test and the race worked out exactly as I hoped. It was not a surprise, more like a confidence boost. It was great to know that the hard work in the winter worked out and that I was right that I was riding well."

As the EWC series moved on from Spain to Portugal, Matti's fortunes took a turn for the worse. Riding well but not quite as fast as he needed to be on the extreme test, a fourth place

result on day one was followed by a disappointing and costly DNF on day two.

"Of course it's always disappointing when you don't finish for whatever reason but it's happened and I just have to forget about it and do my best at the next races. There's a long way to go in the championship and I know some of the events will really suit me. I've just got to keep doing the best I can."

Despite his glitch in Portugal Matti remains firmly committed to fighting for this year's E1 title and trying to regularly finish on the podium. First off he has to fight his way back up the championship standings, hoping a few other riders run into problems along the way. Then, if all goes to plan, he'll try and launch an assault on the rider most likely to be leading the championship charge – Juha Salminen.

"To beat Juha is hard. It doesn't matter where or if it's for a day win or for the championship, he's so strong. I just need to keep as consistent as I can. I think my speed is good – up there with him most of the time – I just have to remove the mistakes. Juha doesn't make mistakes and if he does he'll only lose one or two seconds. That's why he's so successful. I feel stronger and more comfortable on my bike than ever and I'm really enjoying my riding. I want to win and will keep working to make that happen."



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TECHNOPROBE!

WE HOOK UP WITH NEV BRADSHAW TO TEST THE LATEST IN ECU TECHNOLOGY FROM MARKET LEADER GET...

Photos by **Sutty**

The new breed of Electronically Fuel Injected motocross bikes have brought brand new technologies to our sport even though they're not actually all that new – the 1992 Ford Fiesta your gran drives uses a very similar and in some ways far superior single-point, non-direct fuel injection system too. But in terms of off-road motorcycle sport, EFI is about as cutting edge as it currently gets.

The EFI system is basically made up of some sensors, a throttle body and injector and then there's the Engine Control Unit (ECU) – that's the black box that figures out what's going on and what to do about it. Basically, EFI replaces the carburettor on your bike and unlike a carb that can only be adjusted manually between riding sessions with brass jets and tapered needles an EFI system figures out what the optimum setting should be and makes the correct adjustments something like 30 times a second.

In order to work efficiently the EFI system needs a certain amount of information first – like manifold

pressure, engine temperature and revs as well as throttle position – and when the ECU has all of that information it's able to consult a pre-programmed map to determine how much fuel to deliver to the inlet manifold and when. The ECU also controls the ignition timing so unlike me it's basically a busy little bugger.

Like with everything on a stock bike the standard ignition and fuelling maps are pretty much middle of the road and are designed to offer easy starting and good on-track performance. For the majority of riders these maps will be spot on and unless one of your sensors starts playing up – the throttle position sensor is a swine for getting moisture in during power washing – you'll never need to think twice about the fuelling of your bike which is absolutely mega!

But if you're a bit of a tinkerer or absolutely must change the way your bike delivers its power then you might want to consider investing in a tuneable aftermarket ECU. One company that's leading the



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way in ECU technology at the moment is GET. The company is already well known for its data acquisition equipment, like the GET MD60 which we featured in Stuff last year and the M40 that factory teams like TEKA Suzuki have been working with since 2008. But they're about to go massive with their new ECU – the GP1-EVO.

The GP1-EVO is basically a programmable ECU for all four-stroke fuel-injected engines and is a plug-in replacement for the stock unit. The kit includes an ECU programmed with two maps and a handlebar-mounted switch so you can flick between them. Those maps are developed by GET's Italian engineers who work alongside top teams and riders to ensure that their maps deliver the most effective power possible for any particular model of bike.

The next step up from that is the GP1-EVO with GPA – that's GET Power Assist. GPA is basically a software package that can be installed into any GP1-EVO. The GPA monitors

RPMs and adapts the fuel delivery and ignition timing to give the best performance for the amount of traction available. But what does that mean?

In layman's terms if the GPA senses a too rapid rise in revs because the rear wheel is spinning the timing and fuelling will be altered to keep the bike driving forward. So instead of the rider having to use the throttle to find grip, in theory he or she should be able to keep it pinned and let the GPA do all the work. GET have logged data that 'proves' the system works but when have we ever taken anybody's word when it comes to testing products?

Because we're pretty much all busted up here at DBR HQ we drafted in a rider to test the system for us. Having recently parted terms with MVR-D, privateer Nev Bradshaw seemed like the right person for the job because A) he's a badass on a mosickle and B) he intimately knows his CRF450 from both a riding and

mechanical point of view – if anyone could feel the effects of the GPA whether good or bad it'd be Nev.

Since there are no additional sensors needed the GP1-EVO with GPA directly replaces the stock ECU. On most bikes it's a five-minute job to replace the ECU and the Honda is no different. So in five minutes Nev's race bike went from being a stocker with a pipe – a 25th Anniversary HGS no less – to a stocker with a pipe and a £958.80 ECU! But would it make a difference?

Since it's possible to change the sensitivity of the GPA with the VT1 Device – on a scale of one to nine – we opted to run the system on eight so Nev could get a real feel for it before dialling it back to a more suitable setting for a rider of his skill level. Trackside it was amazing how much of a difference fitting the ECU made to the engine note – it seemed way deeper – and Nev could feel the effects too. >>



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"The standard Honda is a really good bike," says Nev. "It has a lot of torque so is real smooth when you ride nice high gears but it does seem to rev out real quick so you have to throw a lot of gears at it – the meat of the power is definitely bottom to mid. Chassis wise it's awesome, very stable and a comfortable bike to ride."

"I was really intrigued to try the new ECU after the briefing we had as I really liked the idea behind what the guys were trying to accomplish. The first setting I tried – number eight – slowed the bottom-end down a lot and the power didn't hit in as hard. I got a lot more traction but it felt like the ignition was too retarded, it took too long to get going and that made the bike feel sluggish and heavy."

"I came in and we changed to setting four with the VT1. Immediately I felt a difference out on the track and it seemed much better. The bottom-end felt way smoother and I felt like I had much more control coming out of turns as the

power didn't hit in with such a bang. I felt like I had a load more traction and the bike felt more planted, the power didn't hit so hard that it would spin up all the time and because the rear wheel wasn't spinning the rear suspension was able to work better. I definitely felt way more comfortable on the track with the GPA on setting four than not having it on at all."

"I reckon this system would be well suited to anyone that rides a 450. We all know how hard they hit in and sometimes they just hit too hard and feel unrideable. This just mellows it out at the bottom, allows you to ride a higher gear and saves the rider a lot of energy because when you do hit the gas it doesn't pull you back off the bike – the power comes in nice and smooth and makes the power band feel longer because it hasn't got that massive hit at the bottom."

"A lot of people I've spoken to recently struggle with getting arm pump on the 450s and

I think that if that's an issue the GET GP1-EVO with GPA will definitely help. You spend a lot of money on the bike to start off with initially and if you are struggling with it then this is the type of product you need to help make the bike easier to ride and more fun."

And Nev's not the only top rider to test the system and like it. At the same time as we were trying out GET's goodies Steve Turner's Proppa.com KTM team were also giving them a whirl. In back-to-back tests Martin Barr was able to significantly and consistently lower his lap times around the Z-Racing track at High Wycombe with the GPA system switched on. With results like that it's safe to assume that a package of GET parts and associated bits and bobs were headed up Lancashire way soon after.

While investing in GET technology isn't cheap there are definite benefits to be had. The big question is does your racing warrant such an investment?



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CHAMPION ELECT!

WITH A HUGE POINTS LEAD HEADING INTO VEGAS, JUSTIN BARCIA – THE NEW-SCHOOL OF OLD-SCHOOL – IS LOOKING GOOD FOR THE LITES EAST SX TITLE...

GEICO Powersports Honda's Justin Barcia has had a break-out year in the Lites East series. He won a few races in 2010 but was really inconsistent. In 2011, though, he hasn't finished worse than second. He holds a massive points lead going into the Vegas finale so he should definitely be the 2011 champ. We caught up with Barcia to see how he's been coming along in only his second full season of pro racing.

DBR: When you raced your first AMA National season after skipping supercross in 2009 you came out with a ton of speed but struggled with actual finishes. What was that about? Was it just down to nerves?

JB: "My first year being a pro was just so much excitement, emotion... I mean, going into my first race at Glen Helen was really exciting. I wanted to do good and I wanted to win and stuff like that. I was doing really good – leading a lot of races. But I definitely got arm pump, definitely got nervous for a rookie and stuff and after the first race my hand was so torn up from holding onto that bike because I was not used to the gnarly, rough tracks and those long motos. I definitely got some torn up hands on that. It was crazy."

DBR: Over time your speed has remained but it seems like your training and preparation has come together...

JB: "Yeah, I think so, for sure. I think just I've learned a lot going to races and racing with great riders that have been around a long time. So I've just definitely learned a lot racing and I've learned how you have to be more consistent than just go out one race and win and then the next weekend, if you're not on it, you get smoked and lose the championship. I've definitely learned a ton."

DBR: Does it mess with your confidence to win one week and then be like seventh the next?

JB: "Yeah! But racing is hard. If you get a bad start it's tough to really make passes in a field like this. So you just have to have really good starts and luckily this year I've been able to have really good starts and be up front almost every race. I've been first or second all year. So you just have to be up there and if you're not up there it's going to be really tough to make the passes. The field is really fast right now."

DBR: At that first race this year you won and then you had the week off. Then you had that endo in practice and fractured your wrist. How has that been

and how did you sort it out that you could still race?

JB: "Yeah, that really stunk when I had that little crash and hurt my wrist. But this is my year to win my championship. It's not going to be next year, it's not going to be the year after that. I mean, this is my year – I have to do it. Because last year I got second. So I taped the thing up. I got a wrist brace on it and I was like 'all right, let's do this'. So, I mean, it hurt to race and it didn't feel good but it's a lot better now. And I was just stoked to be able to be out there on the track racing with all these guys. And with a hurt wrist it was pretty awesome to be able to be competitive with those guys."

DBR: You're known as the 'wild child' as your riding style is really wild. But you hurt your wrist and now you ride smoother. Do you think your hurt wrist is helping you win this title?

JB: "A few people actually said that on TV and stuff. Like, I heard when Ricky [Carmichael] did a few races he was like 'man, his wrist really smoothed him out'. And I was like 'did it?' and when I watched a few races on TV I was like 'wow, it kind of did smooth me out a little bit'."

DBR: Do you feel like it has taught you lessons too? Like you don't have to go 100 per cent all the time? ♦



Justin Barcia's been super-consistent – and consistently super – this season by never finishing outside the top two

Steve Cox is a Glock-packin', racoon-shootin', gung-ho American MX journo – think Hunter S Thompson with a moto-habit – who follows the entire AMA SX/MX tour. Since moving on from defunct US weekly

Cycle News he's struck out on his own to do the freelance thing. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

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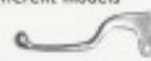
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Barcia psyched out Dean Wilson (#15) at the opening round and has stayed ahead of the Scot ever since...



JB: "Yeah, seriously! I wish I wouldn't have hurt my wrist but it has definitely taught me a lot this year in supercross. I've definitely learned a lot this year."

DBR: You are known to rub people on the track and you earned a few enemies your first year because of it but a lot of the fans seem to love it. It seems old-school, like Damon Bradshaw or Bob Hannah. Where does your racing style come from?

JB: "I don't know – just since I was a little kid I always liked to hang it out and especially on two-strokes I was always just kind of on the edge, revving the two-stroke wide open. And I think I kind of brought my style into four-strokes. And it wasn't the best thing to do – revving the four-stroke out – but luckily I was on a good team and they were able to supply me with good stuff and I was able to ride how I want to ride. And as a rider I really like to hang it out, especially outdoors. I'm so ready to start riding outdoors and hanging out it – that's kind of my style. Supercross is tighter – you can't really have that crazy style as much."

"So, going into outdoors I'm really stoked on that,

just to kind of let it hang out a little bit more. And with the racing stuff, I don't know – I just don't like to be pushed around. I'm out there to do a job, not make friends, so I'm okay with people hating me. Honestly, I have no idea. I just...something inside me doesn't let me let it go."

"It's something inside my head or something. It just won't let me let things go. There's just something inside me that just tells me I've got to do it. And that's just how it works."

DBR: You're on one of the best – if not the best – Lites teams in the pits but even so it can't be easy for them to keep a bike under you the way you rev that thing.

JB: "Yeah, it's not the best thing but they take care of me. I don't blow up engines ever. I'm so happy that the whole team does a great job and I can't thank them enough for supplying me with the best stuff to be able to win."

DBR: At round one you basically ran it in on Dean Wilson so much that he got arm pump and

faded. You won because of your aggression. Is that how you saw it?

JB: "I don't know. That first race I came in with a lot of excitement. I really wanted to do good. I knew I worked really hard during the off-season and he was going really fast – I was going really fast. I think it came down to who wanted it the most. I mean, I'm sure he wanted it really bad but I was like 'I'm not going to give up'. We were battling back and forth and finally I was able to make a good pass and just muscle my way through. And I just wanted it so bad I wasn't going to let it go."

DBR: He did admit that he got tight because he wasn't sure if you were going to take him out...

JB: "I think it has been a good year, especially with Ryan [Sipes]. We've had some really good races. I don't think anyone has been overly dirty this whole year. Like, all the battles have been really good, really clean and aggressive. So that was awesome for the fans and also great racing for us. Just to go out and battle back and forth all year. It's been really cool."

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He's winning indoors but Barcia's really looking forward to cutting loose outside when the Nationals kick off

DBR: Have you been taking time off to let your wrist heal up?

JB: "Yeah, I took some time off the bike. I still do a lot of training and stuff but I just started riding last week and everything for me looks really good. My wrist feels good. I'm stoked to be back on the bike. My supercross track has been really good and I have a brand-new outdoor track that's really sick, too. So I'm pumped to be riding."

DBR: Have you started riding without the wrist brace yet?

JB: "No, I'm still riding with the brace. I kind of think I'm going to ride with it for a while. I'm scared to take it off. I don't want to go and case something and snap my wrist. I'm keeping it to be safe."

DBR: So when you're looking at the outdoors and everything do you think that the brace is going to hold you back any more or less than it did in supercross?

JB: "I don't think so. I think I should be good for outdoors. I mean, my wrist feels good. I still have some soreness in it and stuff like that but all in all I feel good and I think I'll be great for some outdoors. The team has some good stuff on the bike for me to try and stuff. So I'm just very excited for outdoors to start."

DBR: I know you guys ran production suspension last year and I know you're running the kit stuff now in supercross. So do you have any idea which direction


you're going to go outdoors?

JB: "I'm not sure yet. I've heard production stuff but after Vegas I go and test a little bit for outdoors so I guess I'll find out there. The team has some good stuff up their sleeve. I think [Eli] Tomac and a few guys have been testing out there so I'm going to go out there and throw some stuff on the bike and see how it works."

DBR: You're way into driving RC cars. Talk about that.

JB: "Yeah, RC cars are a big thing for me and luckily Team Associated has been able to help me out for going on two years and it's been great. It's awesome – I get a whole bunch of free RC cars I get to drive. When I'm not racing I bring my RC car to California when I go out to test and after testing I go and drive my cars a little bit. But during this supercross season I've literally driven my cars, like, two times. So, I'm super-bummed out. I haven't gotten to drive a lot. But when I do get a chance I'm definitely driving an RC car for sure."

DBR: Do you think that actually does anything to help you? Like, hand/eye coordination or anything like that? Or is it just something you're doing just for fun?

JB: "It's serious when you're standing up in the stands driving your car. I mean, you can't even blink. I think maybe it does help with focus. You're super-focused. So it's fun but I think it could help in a good way." 





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Ryan Villopoto leads Chad Reed – with one round left they're 1-2 in the title race with RV only needing to finish fifth in Vegas to lift the crown

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As the 2011 Monster Energy/AMA Supercross Championship winds down the haves, have-nots and should-haves all continue to duke it out for the three titles on the line – and the race for the biggest title of them all keeps getting tighter.

Having won only a couple of weekends before the Dallas Supercross – aka Arlington Supercross, the town where the stadium actually sits – Team Honda's Trey Canard is looking forward to Dallas. Hailing from Oklahoma, the Dallas SX is the closest thing Canard has to a hometown race so many of his friends and family show up to watch. And he doesn't disappoint.

Canard snatches the early lead and begins to push while Chad Reed and James Stewart fight over the second spot. On lap nine, though, Stewart gets out of control in a downright insane whoop section and has nowhere to go into the next turn but into Reed who is pushed over the berm and onto the concrete. They both go down but Stewart is up relatively quickly while Reed – the victim – takes a while to get going again.

Although Canard is doing fine out front, the crash

gives him an even sturdier lead which he does not relinquish. He takes his third win of the season over fellow ginger Ryan Villopoto who extends his points lead over third-placed Ryan Dungey, fourth-placed Stewart and eighth-placed Reed.

In the Lites class DNA Shred Stix/Star Racing Yamaha's Ryan Sipes looks dominant. He's fastest in qualifying, wins his heat race and in the Main Event he starts out behind points leader Justin Barcia, then chases Barcia down and passes him on the second lap. He begins pulling away and it looks like he's going to win easily but then he goes down in the turn following the whoops, handing the lead to Barcia.

Over the ensuing laps Monster Energy/Pro Circuit Kawasaki's Dean Wilson begins to pick away at Barcia's lead and with a few laps left he makes a move. Barcia tries to bully him back into second but Wilson pushes forward and on the last lap Wilson makes a brave move around the inside of the turn before the giant whoops and somehow holds Barcia behind him. Wilson takes his second win of the season over Barcia and Barcia's GEICO Powersports Honda team-mate Blake Wharton.

The final round of the East Coast swing, St Louis is normally a favourite on the tour for the dirt and the large floor of the stadium allowing for a longer-than-normal track. Ivan Tedesco grabs the holeshot followed closely by Ryan Dungey and James Stewart. Stewart works his way past Dungey on the first lap, then Tedesco on the next lap and that's that as he checks out to win his first Main Event – and yes this sounds crazy – since the series was in California.

Dungey hangs on for second over Villopoto, Reed and Canard. The top five in points also occupy the top five positions on the track and heading into the next round in Seattle the top five in points are separated by only 24 points.

In the Lites class Justin Barcia again has to go toe-to-toe with Ryan Sipes in the Main Event but this time Barcia handles Sipes just fine and pulls out a lead over his veteran rival, eventually taking the win with Blake Baggett third and Dean Wilson fourth.

With his fourth-place finish, Wilson falls to 20 points behind Barcia in the standings with only one race to go – in Las Vegas. Barcia needs only a 15th place finish or better to clinch his first



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SERIES STANDINGS

SUPERCROSS

1	Ryan Villopoto	318
2	Chad Reed	309
3	Ryan Dungey	306
4	James Stewart	295
5	Trey Canard	255
6	Andrew Short	214
7	Kevin Windham	202
8	Davi Millsaps	172
9	Justin Brayton	153
10	Nick Wey	139

LITES EAST

1	Justin Barcia	185
2	Dean Wilson	165
3	Ryan Sipes	141
4	Blake Baggett	134
5	Blake Wharton	125
6	Matt Lemoine	105
7	PJ Larson	80
8	Malcolm Stewart	73
9	Lance Vincent	69
10	Hunter Hewitt	67

LITES WEST

1	Broc Tickle	165
2	Eli Tomac	163
3	Josh Hansen	151
4	Cole Seely	131
5	Ryan Morais	124
6	Tyla Ratray	111
7	Ken Roczen	105
8	Kyle Cunningham	105
9	Martin Davalos	95
10	Ben Evans	68



Above: Dungey sits third in the points but his title has pretty much slipped away



Mike Alessi nails the holeshot in Seattle

professional championship.

Seattle always offers among the most technical and challenging tracks of the year due to the rainy weather. Technical tracks favour technical riders and last year Kevin Windham won Seattle. This year, though, fresh off of his first win since California, James Stewart is in the field. However, Canard isn't as he'd gone down during the week while testing for outdoors and fractured his leg. He'll likely be back by round three of the outdoors.

Chad Reed takes the early lead after diving up the inside of Ivan Tedesco and Stewart in the second turn but Stewart goes by Reed before the end of the first lap through the whoops. Stewart slowly begins to distance himself from Reed and the rest of the field looking almost robotic out front, making no noticeable mistakes despite the tricky track conditions. Meanwhile, Villopoto starts outside the top 10 and Dungey's even further back.

With only two laps to go Reed goes down, gets up in third behind last year's winner Windham and then comes under fire from Villopoto. He barely manages to hold Villopoto behind and finishes third. It's Windham's first podium of the season and after the race the top four in points are separated by a total of nine points with two rounds left to run.

In the Lites class, team-mates Broc Tickle and Josh Hansen come into Seattle only a few points apart but it's actually Cole Seely – who had spent

the previous four rounds riding a 450 for Team Honda – who does the schooling in Seattle. Seely grabs the holeshot over Tickle – who won in Seattle last year – and Tickle has nothing for him.

Seely pulls away to an easy victory on the very tough track while Tickle later comes under fire from Eli Tomac who's on a charge. Tomac eventually dispatches of Tickle and pulls away for second. Tickle finishes third while the other guy in the championship chase – Josh Hansen – goes from third off of the start to sixth where he finishes. Going into Salt Lake City, the penultimate round of the series, Tickle leads the points by two over Hansen and seven over Tomac.

Knowing he has to win the final two rounds to have a good shot at winning the 2011 title, James Stewart comes into Salt Lake on a roll – he's riding a two-race winning streak and sitting only nine points behind Ryan Villopoto. Stewart wins his heat race and then grabs the holeshot in the Main Event over Chad Reed, Justin Brayton, Ryan Villopoto and Ryan Dungey.

Villopoto chases down Reed and makes the pass through the whoops on lap seven and just a lap later Stewart – who's reverted to his old set-up with stiffer forks – loses his front end before the whoops, handing the lead to Villopoto and second to Reed. Stewart, knowing he has to beat Villopoto to have a shot at the title the following weekend in Vegas,

heads into the extremely dangerous whoops and attempts to skim them without a run at them and goes over the bars. And just like that, one racer is out of the championship chase. Stewart ends up 10th.

Villopoto leads the rest of the race although Reed makes a run in the last couple of laps. Reed gets caught up with lappers though and is forced to settle for second over Dungey, Short, Millsaps, Windham, Jake Weimer (in his first race back), Tommy Hahn, Brayton and Stewart.

Heading into the finale in Vegas, Villopoto holds a strong nine-point lead over Reed meaning he only has to finish in the top five to clinch his first-ever 450cc title.

What do you get when you add cold weather and altitude together? The perfect racing environment for a kid from Colorado. Eli Tomac grabs the holeshot in the Lites Main Event and fights off Josh Hansen on the opening lap when Hansen falls trying to pass him, then takes off to score his second win of the season. Tickle can't overcome young rookie Ken Roczen for second and ends up third.

Just like that Tomac is within two points of Tickle going into the finale and Hansen is out of the running for the title. Assuming Tomac and Tickle both finish in the top five, whichever racer beats the other will win the championship.

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CRASHED OUT!

JAMES STEWART'S LONG ON SPEED BUT SHORT ON RACING SMARTS – AND IT'S THIS THAT KEEPS TRIPPING HIM UP...

Words and photos by STEVE COX

All year long James Stewart has been more like the early James Stewart. The James Stewart from 2005 or so. The James Stewart that would either win or crash – spectacularly. Throughout the season Stewart has shown his toughness, his determination and his speed. But he has also shown his lack of racing skill.

And by 'racing skill' I mean going back and forth with another racer. The skill of racing. Not the skill of going way faster than everyone. Stewart has that one down.

This has been a running theme in Stewart's career. It's pretty well-known among his competitors that if you can pressure him he'll start making mistakes. The hard part is going fast enough to pressure the guy in the first place. But it's pretty consistent when a guy can pressure him. Ricky Carmichael used to do it all the time and it often ended with something big. A couple of years ago Chad Reed pressured him a few times and nearly every time he did Stewart fell.

Many of Stewart's crashes this year can be categorised this way, even including the take-out move Reed put on him in Atlanta because Stewart's

lack of racing experience (again, racing, as in going back and forth with one or more guys) is really the only explanation for why he went so wide in that turn so soon after he passed Chad Reed.

However, quite a few of his crashes don't have this kind of explanation. Pressure is one thing but his crash in Daytona, for example, was anything but pressure. Stewart was absolutely gone in that race. He was in his own world. And, ultimately, it's his crashes that have cost Stewart the title. Right until Salt Lake City he was in it. Only nine points out with two rounds to go, he could've pulled it off.

But first thing's first. He went back to his old bike set-up a few races ago when he started winning again. His 'old' set-up is very front-end stiff which means he can scrub jumps like crazy and skim over the whoops like crazy but the problem is that he can't turn. Because the front is so rigid it pushes in the turns so he always looks like he's losing the front end.

Still, he hangs on to it most of the time and this set-up is fast. When he switched back to it he started winning again immediately. But the front end in the turns is a problem so he has to sort of tip-toe around the turns. But Ryan Villopoto doesn't. He rips

in the corners with a similar set-up because he steers almost entirely with the rear wheel like a lot of riders used to do in the two-stroke days.

While leading the Main Event in Salt Lake City, Stewart couldn't get away from Ryan Villopoto who sat just a few seconds back. And then he lost the front end. Stewart went down and the points leader was the first guy by. All Stewart knew was that he had to get up and get back after Villopoto right away because a loss to Villopoto in Salt Lake City meant the championship was over.

So even with no run at the whoops (because he fell right in front of them) he tried to skim over them and it bit him. He was thrown over the bars. He was up quick but his front end was messed up – the bars weren't pointing the way his wheel was. It wasn't long before he was lapped by Villopoto and Chad Reed and then he hung with Reed for the rest of the race on his way to 10th place.

James Stewart is now out of the championship with one round to run and, ironically, the reason he's out is because of his determination to never lose...





EARLY DOORS!

WITH TWO ROUNDS DOWN ROCZEN AND FROSSARD ARE ON TOP OF THE WORLD – BUT THAT COULD ALL CHANGE OVER THE NEXT 13 GPs...

Words by **Sutty** Photos by **Ray Archer**

On paper the 2011 Motocross World Championships are foregone conclusions, right? I mean, Tony Cairoli's gonna take his fifth world title in MX1 while Ken Roczen's gonna dominate the MX2 class on his way to winning his first. But thankfully things ain't ever that simple and in the world of world championship motocross things ain't over 'til they're over – and after only two rounds of 15 these suckers are far from done.

The opening two rounds of the series couldn't be any more diverse as the slick hardpack hills of Sevlievo in Bulgaria are way different to the flat sands – not that they stay flat for all that long – of Valkenswaard in the Netherlands. And, like the going, the results are topsy turvy too with not one rider pulling clear of the chasing pack in either class just yet.

The super-fast Sevlievo circuit means times are tight all through Saturday's qualifying sessions and even in the MX1 qualifying race the first seven riders' fastest laps are all within a second of each other. Although it's tight in times MX1 rookie Steven Frossard takes a fairly comfortable win in the qualifier by six seconds over Evgeny Bobryshev and Clement Desalle. The Frenchman carries that form over into race day too winning the opening moto by a similar sized gap, this time ahead of the

MX Panda and Max Nagl who rounds out the podium on the 350F.

The big news though surrounds reigning world champ Antonio Cairoli who stumps down a leg early in the moto, injures his knee and only scrapes across the line in seventh. The Sicilian's second moto is even worse as the still tender knee hampers his progress and a 13th place start leads to a 10th place finish – ninth overall is the last thing anybody expected from Tony C at the season opener.

At the front of the pack Frossard, Desalle and Jonathan Barragan wage war with the outcome being decided by a Frossard slip that dumps him from first back to third. The Frenchman bounces back though and chases eventual winner Desalle across the line with Barragan a distant third. With a 2-1 scorecard Desalle takes the overall win and series leader's red plate ahead of Frossard's 1-2 while Barragan's 6-3 gives the Spaniard the third step on the podium.

Valkenswaard's next and even though the deep Dutch sand offers a very different challenge to the slippery slopes of Sevlievo, Frossard's on it once again and leads the qualifier until with two laps to go he crashes back to 13th – d'oh! Nagl takes the win although team-mate Cairoli – injured knee and all – is the fastest man on the track as he fights from outside the top 10 to fourth. >>

The gate drops in Bulgaria on a new GP season – at the end of the day Clement Desalle (#25) has the red plate but Steven Frossard will nick it off him one round later



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Desalle takes the overall in Bulgaria but the MX Panda loses his red plate at Valkenswaard



Fast Frenchie Frossard leads the world with two rounds down



A double win in Bulgaria and a pair of seconds in Holland put Ken Roczen in the driving seat in MX2



And the 222 keeps that form alive on race day too. Frossard grabs the early lead ahead of Nagl and 2008 champ David Philippaerts but it's Cairoli who's quickest as he scythes through the pack to take the lead on lap 10. Little else changes position wise in the final few laps as TC leads home Frossard, Nagl, DP19 and a Desalle/Rui Goncalves battle that the red plate holder takes by a fifth of a second.

Goncalves leads moto two early doors until DP19 and the Nagl come by at the midway point. Nagl finds a way past Philippaerts too and romps home for the win while his Red Bull KTM team-mate battles from seventh to second to ensure the overall win is his. Behind the two KTMs Philippaerts crosses the line ahead of Rui, new championship leader Frossard and Desalle who's reported to be suffering with flu.

After two rounds of intense competition Frossard has a five-point advantage over Nagl, Desalle slips to third a further two points back while Cairoli is 13 points off the pace set by Frossard in fourth – cue Approaching Danger

music from Jaws.

The Brit battlers on the GP scene haven't exactly had a stellar month with Shaun Simpson leading Brit in 16th place after the opening two rounds. A 13-16 scorecard in Sevlievo and 20-17 at Valkenswaard aren't really the results that Woody was looking for. Jason Dougan's season started with a pretty decent 14th in Bulgaria followed by a second moto DNF and a solid if unspectacular 18-19 in the Dutch sand. Expect better from Doogs as the series continues and his infected finger calms down.

Proppa.com KTM's Martin Barr gets a last-minute call up for the Valkenswaard grand prix and does a storming job. After qualifying 15th Barty pulls out all the stops in race one, starting just outside the top 10 and running there for the first 35 minutes before sand specialist Marc De Reuver and Davide Guarneri find a way past in the final two laps. The second moto's not so sweet for Barr who calls it quits before the finish but 17th overall on the day and 20th in the series standings is still something for Steve

Turner and the team to be pleased about.

Unlike the 450 division there are no real surprises in the MX2 class where Ken Roczen's leading the way as expected. Two stunning gate-to-flag victories at Sevlievo are backed up by a pair of seconds in Valkenswaard where Ken knows he has no real chance of beating his Red Bull KTM team-mate Jeffery Herlings and just lets him have it.

Herlings absolutely dominates both races in Holland and not even a spectacular first lap fall in moto two can dent the boy's extreme confidence in the soft stuff as he remounts to set lap times that are consistently three seconds faster than anyone else. But by comparison to his Valkenswaard performance, Herlings' start to the season in Sevlievo is certainly less than stellar as he only runs 5-3 but still takes third overall behind Roczen and Tommy Searle.

Tommy makes a solid start to the season and even though he blows both starts in Bulgaria blasts through the pack to take a pair of seconds with lap times that are comparable

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Dutch sand master Jeffrey Herlings is quite simply unbeatable on home turf and dominates MX2 at Valkenswaard

A crooked knee screws Toni Cairoli's hopes in Bulgaria but he fires straight back in Holland

to the winner's. The sand of Valkenswaard is a tougher challenge for the Monster Energy CLS Kawasaki rider though and he comes under some real pressure from Swiss whizz kid Arnaud Tonus in both motos although he eventually beats off that challenge to run 3-3 on the day behind the two factory KTMs.

Only 10 points behind the series leader, this is by far the strongest start to a world championship campaign that Tommy's ever made and he's feeling super-confident too especially as his second-home GP is coming up at Glen Helen where we can expect him to pull the pin and claw back some of the 10 points he's currently behind Roczen in the series standings. With several wildcards lined up the American round will be a great place to gain – or lose – a lot of points with the locals, including reigning MX2 world champ Marvin Musquin, getting in the mix.

Tonus is currently best of the rest and the Bike It Cosworth Wild Wolf Yamaha team rider has been pretty consistent too running 4-8, 4-4 so far this year. Arnaud currently leads a three-way all-Yamaha scrap for fourth ahead of Gallic crusader Gautier Paulin and BICWW team-mate Zach Osborne.

Seventh in the points standings at the moment is young Brit Max Anstie who runs 8-6 in Sevlievo and 10-9 in Valkenswaard after finishing a fighting third in the qualifier. Like Tommy, Max will be looking for a little second-home advantage at Glen Helen although it's unlikely he'll claw back much if anything at all on the six in front. Still, with a good start anything is possible...

SERIES STANDINGS

MX1

1	Steven Frossard	Yamaha Monster Energy	85
2	Max Nagl	Red Bull KTM	80
3	Clement Desalle	Rockstar Energy Suzuki	78
4	Antonio Cairoli	Red Bull KTM	72
5	David Philippaerts	Yamaha Monster Energy	63
6	Rui Goncalves	Honda World Motocross	62
7	Jon Barragan	Kawasaki Racing Team	53
8	Evgeny Bobryshev	Honda World Motocross	52
9	David Guarneri	Kawasaki Bud Racing	45
10	Steve Ramon	Rockstar Energy Suzuki	42
16	Shaun Simpson	LS Motors Honda	18
18	Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	12
20	Martin Barr	Proppa.com KTM	8

MX2

1	Ken Roczen	Red Bull Teka KTM	94
2	Jeffrey Herlings	Red Bull Teka KTM	86
3	Tommy Searle	Monster Energy CLS Kawasaki	84
4	Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	67
5	Gautier Paulin	Yamaha Monster Energy	65
6	Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	60
7	Max Anstie	Monster Energy CLS Kawasaki	51
8	Joel Roelants	JM Racing KTM	48
9	Harri Kullas	Monster Yamaha Gariboldi	46
10	Nico Aubin	HDI KTM	36

Tommy Searle's third and just 10 points off Roczen's pace

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Double MX1 winner Brad Anderson (#60) sets his sights on the #24 Honda of Shaun Simpson

COOL FOR CATS!

ANDO AND EBB TAKE MAXIMUM POINTS AS THE RED BULL PRO NATIONALS KICK OFF IN THE DEEP SAND OF FATCAT MOTOPARC...

Words by Sean Lawless Photos by Suttly

The 2011 Red Bull Pro Nationals fire into life at FatCat Motorparc near Doncaster where some of the top riders in the country are served up a double helping of hurt on an all-new sand track that wouldn't look out of place behind an industrial estate in Belgium.

Yep, it really is Lommel tough out there – and it cuts up throughout the weekend as the MCF take the decision to leave much of the track ungraded for day two. It's proper men from boys stuff so it suits reigning MX1 champ Brad Anderson down to the ground.

After a cracking opening pro moto on the Sunday where Brad and Martin Barr trade passes at least three times before Brad makes a move stick halfway around the final lap, he dominates race two. It's the best possible start to the defence of his title and the North Easterner knows it.

"The first race I had real bad arm-pump but I knew by the second one I'd feel a lot better," he

grins. "I just kept a nice rhythm, made a few mistakes but got it back together, made sure I kept a comfortable distance ahead and come away with the win – I'm really pleased. I want to keep that red plate all season and win the championship again so I'm really pumped with two race wins today. I couldn't ask for anything else."

With back-to-back overall wins in the Maxxis series behind him, Shaun Simpson fills a wildcard ride at FatCat but even the GP star has got nothing for Brad. He also trades passes first time out with Brad before the PAR Honda man drops the hammer and pulls clear but the Scot, who finishes with a 3-2 card, is still pulling positives from the racing at the end of the day.

"Right now every time I ride my bike I'm enjoying myself and that's important y'know, regardless of who's beating me," he says. "Brad was the better man on the day. It was my own fault in the first one and I probably should have been able to win it with my speed

and my strength but I made a bad job of the start. Second one I wasn't beating Brad – I wasn't holding back or trying a gameplan, I didn't have the speed for him in the beginning and he rode good."

This season reigning MX2 champ Marty Barr's opted to relinquish his crown and move up to the MX1 division on a 350cc Proppa.com KTM and his 2-4 finishes are good enough for the final step on the podium.

"The 350's really good for the job on a track like this," reckons the Irishman. "It's a bit lighter and you can throw it around a lot better. Unfortunately in the second race I didn't get such a good start and coming through I made a silly mistake and hit a bump real hard and stalled the engine and I had all the work to do again."

"But overall I'm pretty happy – it's my best weekend of the season so far. I've been making a lot of mistakes, crashing and stuff, so I just wanted to come into today and use my head and that's what I've done."



The Red Bull Pro Nats run the MX1 and MX2 classes together over a pair of 25-minute plus two lap races and on a power-sapping track like FatCat it means even the top 250F pilots are going to be eating sand for the full race distance.

After coming oh-so close to clinching the crown last year, DB Racing Honda's Elliott Banks-Browne's on a mission and he leaves with a maximum 50 points after finishing first MX2 man home both times with a 7-8 card.

"I had a crash in practice and hurt my back so I was struggling at the end," admits EBB. "The track is so, so tough – especially with the new format which means we don't have a lot of time to get ready and get hydrated for the next race. For sure this year definitely the fit ones are going to be up front. This championship matters a lot to me, I come up short last year and I just want it so bad – coming so close last year just makes me want to work even harder for the championship this year."

Despite eating sand first time out,

Relentless Suzuki by TAS's rapid redhead Mel Pocock runs 9-10 for a pair of seconds in the MX2 division and fills the second step on the podium.

"Hard day for me, hard day for everyone I think – the track was so bumpy," says Mel. "The first race I went down in the second corner, got run over a few times and I was dead last. I don't think there was one person behind me and I managed to get myself back up to second. I worked really hard and pretty much spent myself for the second race but I had a really good start and just sat there behind Elliott."

The final step on the podium is taken by Scott Elderfield who cards a consistent 13-12 on the Lanes Kawasaki.

"I've had some bad results lately so to go out there and get that I'm pretty pleased," says Scott. "The last one I was so tired – I was just trying to ride round and get as many points as possible. It's so rough – even on the first lap of qualifying I thought I was at the Weston Beach Race. It's one of those tracks and you've just got to keep plugging away."

"Beards? I can grow 'em with my eyes shut!"

SERIES STANDINGS

RED BULL PRO NATIONALS

MX1

1	Brad Anderson	50
2	Shaun Simpson	42
3	Martin Barr	40
4	Stephen Sword	34
5	Gert Krestinov	32
6	Tom Church	31
7	Kristian Whatley	27
8	Graeme Irwin	24
9	Jamie Law	24
10	Nathan Parker	22

MX2

1	Elliott Banks-Browne	50
2	Mel Pocock	44
3	Scott Elderfield	38
4	Stuart Edmonds	34
5	Jack Brunnel	32
6	Bryan MacKenzie	24
7	Lewis Toombs	23
8	John Phillips	19
9	Tom Kelly	17
10	Jordan Booker	16

FUCHS SILKOLENE 2S

125cc EXPERT

1	John Pettitt	69
2	Nathan Rooks	58
3	Danny Tollet	52
4	Jim Davies	48
5	Luke Remmer	45

OPEN EXPERT

1	Matthew Moffat	75
2	Stuart Edmunds	66
3	Carlton Husband	52
4	Matt Burrow	51
5	Will Worden	48

125cc JUNIOR

1	Jamie Houghton	75
2	Thomas Kirk	58
3	Christian Lyth	55
4	Simon Booth	51
5	Ryan Butler	48

OPEN JUNIOR

1	Jason Martin	75
2	Josh Williams	51
3	Jacob Grossman	50
4	Michael Evans	49
5	Jason Wells	42



Elliott Banks-Browne doubles up in MX2



Mel Pocock prepares to eat sand at the start of race one

Ando gets his title defence off to a storming start



BRIT HOT!

AS THE MAXXIS SERIES REACHES ITS MIDWAY POINT THE ON-TRACK ACTION HAS BEEN NOTHING SHORT OF SCORCHING...

Words and photos by **Sutty**

With four rounds done n' dusted the 2011 Maxxis British Motocross Championship is shaping up to be a real doozie with Bike It Cosworth Wild Wolf Yamaha teamsters Zach Osborne and Arnaud Tonus putting on a battle royale – with cheese – in the MX2 class and barmy Brad Anderson doing his best to beat off the young guns in MX1.

The old-school setting of Lyng hosts round three and the Tonus/Osborne battle is just warming up in moto one when the #7 Yamaha suffers some sort of mechanical misfortune which hands the race win and championship lead to #338. The pair trade wins in the day's remaining motos meaning Zach holds a meagre three-point advantage heading into the decidedly nu-skool Milton Malsor for round four.

With a slight speed advantage over the Swiss star Osborne wins moto one, then the second from waaay back and looks to have the third in the bag until he slips off with one lap left to go gifting Tonus victory. With each rider having suffered one DNF and Osborne having won seven motos to Arnaud's five the American takes a small six-point advantage into the second half of the season – with some sand races coming up I think he'll need it.

Some 50 points back from the championship leader, DB Racing's Elliott Banks-Browne is currently best of the rest and as leading Brit sits on a comfortable 35-point advantage over fourth placed rider Mel Pocock who's definitely getting to grips with the Relentless Suzuki after spending three years on Steve Dixon's Yamahaulers. Ray Rowson and Irn Bry MacKenzie are locked in a battle over fifth while leading privateer Alan Keet has an awesome couple of rounds as he leapfrogs up to seventh in the standings.

After a disappointingly slow start to the year PAR Honda's Brad Anderson turned up the heat at round one of the Red Bull Pro Nationals and since then has continued cooking on full gas through rounds three and four of the Maxxis to remind everyone that he's the alpha male on the British motocross scene. A 1-3-1 scorecard in Norfolk earns Ando the red series leader's plate and a 1-2-1 in Northamptonshire extends that lead even further.

While it's no real surprise that Bad Brad is kicking ass in MX1 who'd a thunk Kristian Whatley would be his closest challenger at the midway point of the season? The move to the Samsung Yamaha squad's done K-What's mojo no end of good and after finishing second overall at Canada Heights, third at Lyng and then second again at Milton Malsor – where he also picks up his first ever Maxxis moto win – the 21-year-old sits a very safe second in the series ahead of Stephen Sword, Jason Dougan, Tom Church and Martin Barr who's tied with TC for fifth.

SERIES STANDINGS

MX1

1 Brad Anderson	PAR Honda	248
2 Kristian Whatley	Samsung Yamaha	229
3 Stephen Sword	Buildbase CCM	197
4 Jason Dougan	Bike It Cosworth Wild Wolf Yamaha	194
5 Tom Church	Buildbase CCM	183
6 Martin Barr	Proppa.com KTM	183
7 Gert Krestinov	Maxxis Henderson LPE Kawasaki	148
8 Graeme Irwin	HM Plant Red Bull KTM UK	148
9 Shaun Simpson	LS Honda	138
10 Alex Snow	Lanes Kawasaki	129

MX2

1 Zach Osborne	Bike It Cosworth Wild Wolf Yamaha	263
2 Arnaud Tonus	Bike It Cosworth Wild Wolf Yamaha	257
3 Elliott Banks-Browne	DB Racing Honda	213
4 Mel Pocock	Relentless Suzuki by TAS	178
5 Ray Rowson	Samsung Yamaha	139
6 Bryan MacKenzie	Maxxis Henderson LPE Kawasaki	133
7 Alan Keet	Dyer & Butler Suzuki	122
8 Scott Elderfield	Lanes Kawasaki	118
9 Mattis Karro	Route 77 MVR-D Honda	109
10 Steven Clarke	Hooper Maxxis Suzuki	93

The MX1 men blast out the gate at Milton Park with series surprise package Kristian Whatley closest to the camera



Defending MX2 champ Zach Osborne leads at the halfway stage from team-mate Arnaud Tonus



*Relentless Suzuki by TAS teamster
 Mel Pocock's holding down a
 fighting fourth in MX2*





Knight's shock exit in Spain throws the E3 class wide open – he's back to win in Portugal but will sit out the rest of the series after undergoing hip surgery



SHOCKER!

INJURIES, INCIDENTS AND MECHANICAL PROBLEMS APLENTY ENSURE THE OPENING TWO ROUNDS OF THE 2011 ENDURO WORLD CHAMPIONSHIP DELIVER SOME SURPRISING RESULTS...

Words and photos by Jonty Edmunds

If there's one thing the first two rounds of the 2011 EWC series are expected to deliver it's high drama. And lots of it. But with the KTM factory team enduring a near disastrous season opener what no-one's expecting is for the Spanish and Portuguese events to be quite so, er, eventful...

Amazingly, the two most unexpected turn of events both feature KTM riders. David Knight, pre-season Enduro 3 favourite, and Johnny Aubert – the man many believe to be the rider to beat in E2 – both fail to score a single point, resulting in the mighty orange team suffering their worst ever start to a world enduro championship season.

For Knight the Spanish event ends before the finish of day one as he catches his foot mid special test and badly twists his hip. In considerable pain the big man's forced to withdraw and in not starting day two looks done as far as the championship's concerned. Things aren't much better for Aubert who barely gets warmed up on either day before he's sidelined with a highly disappointing double electrical problem. Adding to KTM's woes is the fact that Knight's E3 team-mate Taddy Blazusiak hits a tree on day two and DNFs, as does Aubert's E2 team-mate Cristobal Guerrero.

With most amazed that two of the sport's biggest names fail to score a single point it's Finn Juha Salminen that does the winning in the

E1 class in Spain. Competing back in E1 for the first time in several years, the seven-time champ shows that title #8 isn't out of the question. Not necessarily the fastest rider in class on day one – that accolade goes to his team-mate Matti Seistola – by keeping consistent and out of trouble Juha deservedly tops the results.

Day two's a similar story as the super-cool, calm and collected Salminen collects victory once again. On both days he's followed home by fellow Finn Seistola who as well as claiming a memorable overall one-two result for Husqvarna shows a turn of speed that surprises many. With KTM's #1 rider Eero Remes third and fourth over the two days, Frenchman Fabien Planet is the only other rider to finish inside the top three as he puts his Sherco in third on day two.

In Portugal Juha Salminen continues to lead the way. Topping the first day ahead of Remes he not only extends his championship lead but also shows that despite two frustrating seasons with BMW he's lost none of his class. Remes finally gets a taste of victory on day two as he pushes Salminen down into the runner-up position but Juha knows three out of four ain't bad. A little slow to get going in Spain, Remes heads home from the first four days of competition knowing that he's got what is needed to compete against his more experienced countryman.

Switching to the E1 class for 2011 appears to

have been a good decision for Frenchman Rodrig Thain as the now Honda-mounted rider gets third both days in Portugal, making up for a slightly disappointing showing in Spain. With Salminen, Remes and Thain one-two-three in the standings after four days, Italian Thomas Oldrati sits fourth – not a position he's overly pleased with.

"I felt pretty good coming into the event," comments Salminen. "I'd had some bad luck in pre-season races but each time I've raced things have gone better and better. I made too many mistakes on day two in Portugal to challenge Eero but with three wins and the lead in the championship I'm happy."

With Aubert out on both days in Spain, Antoine Meo and Ivan Cervantes know that establishing themselves at the head of the E2 class is an absolute must. As the reigning E1 class champion Meo, who like most can't believe that his expected closest rival's suffered such bad luck, makes the perfect start to his first E2 campaign. Producing two near flawless performances he nets 50 points and finishes ahead of Ivan Cervantes on both days.

Switching away from KTM after eight years to join Gas Gas, Ivan's so pleased with his double runner-up result you'd be mistaken for thinking he was the winner. It's Gasser's best E2 class result for a long, long time and Ivan's certainly a happy man. And making it two Spaniards on the



Enduro legend Juha Salminen wins the opening three days of E1 competition to put him on course for world title #8

SERIES STANDINGS

ENDURO 1

1	Juha Salminen	Husqvarna	97
2	Eero Remes	KTM	82
3	Rodrig Thain	Honda	74
4	Thomas Oldrati	KTM	65
5	Matti Seistola	Husqvarna	62
6	Julien Gauthier	Honda	56
7	Fabien Planet	Sherco	54
8	Nicolas Depparais	Kawasaki	51
9	Lorenzo Santolino	KTM	49
10	John-Christian Seljord	Honda	41
15	Gordon Clarke	TM	25

ENDURO 2

1	Antoine Meo	Husqvarna	90
2	Pela Renet	Husaberg	80
3	Ivan Cervantes	Gas Gas	76
4	Simone Albergoni	Husqvarna	64
5	Cristobal Guerrero	KTM	58
6	Antoine Basset	Yamaha	53
7	Johnny Aubert	KTM	50
8	Jeff Goblet	Yamaha	46
9	Goncalo Reis	Honda	42
10	Jordan Curvalle	Sherco	40

ENDURO 3

1	Mika Ahola	Honda	97
2	Christophe Nambotin	Gas Gas	84
3	Joakim Ljunggren	Husaberg	65
4	Oriol Mena	Husaberg	63
5	Marko Tarkkala	Husaberg	60
6	Seb Guillaume	Husqvarna	56
7	Alessandro Botturi	Gas Gas	48
8	David Knight	KTM	47
9	Jordi Figueras	Gas Gas	44
10	Marcus Kehr	KTM	43

ENDURO JUNIOR

1	Antti Hellsten	KTM	100
2	Jeremy Joly	Honda	76
3	Jonathan Manzi	KTM	68
4	Victor Guerrero	Yamaha	64
5	Mario Roman	KTM	62
6	Mathias Bellino	Husaberg	58
7	Benoit Fortunato	Yamaha	54
8	Romain Dumontier	Yamaha	48
9	Edoardo D'ambrosio	Honda	44
10	Henrik Lindholm	Honda	37

ENDURO YOUTH CUP

1	Jonathan Manzi	KTM	97
2	Luis Oliveira	Yamaha	89
3	Giacomo Redondi	Husqvarna	82
4	Jordan Scott	TM	68
5	Ben Burrell	KTM	49

podium on day one in Spain is Cristobal Guerrero. With team-mate Aubert sidelined he ensures at least one KTM finishes on the podium. But not on day two. After suffering the same problem as Johnny on day two, with the KTM duo out it's Husaberg's new #1 rider Pela Renet who steps up to claim third behind Meo and Cervantes.

From zero in Spain, Aubert bounces back to become the hero of the GP of Portugal as he claims a dominant and deserved double E2 class win. Quick to thank his KTM team who drove from Spain to Austria to locate the fault that put him out, Johnny more importantly claims back valuable lost points as Meo fails to win either day.

"It's been an unbelievable time for me and the team," explains Johnny. "Everyone was so low after Spain but things are much better now. I still have a lot of points to win back but we showed that we can still fight for the E2 title. It's definitely not over yet."

Surprisingly, it's not Meo who ends up second to Aubert as the Husky star can't quite get things together like he did in Spain and doesn't even manage to finish on the podium. Renet's the man who secures second, showing again that he's got what it takes to run with countrymen Aubert and Meo.

On day two Meo finds his form and while he's not quite able to match Aubert's pace he

performs well and secures his championship lead. With Renet third making an all-French podium Guerrero finishes fourth, which added to his day one third place result sees him fifth in the E2 standings behind Italy's Simone Albergoni, Cervantes, Renet and Meo.

With the highly anticipated Knight verses Ahola duel for supremacy in the Enduro 3 class over before it gets a chance to begin, Ahola romps to two wins in Spain and a championship lead many fear no-one will halt. Arguably better prepared for a world championship season than he's ever been, Ahola – who's looking for a fifth consecutive EWC title and his first in the 'big bike' class – makes the most of Knight's double no-score to sit pretty at the top of the class as the series moves onto Portugal.

Christophe Nambotin makes a strong start to the series with a double runner-up result in Spain, showing that he'll most certainly be a thorn in Ahola's side as far as the E3 title hunt's concerned. Husky's Seb Guillaume grabs third on day one before privateer Husaberg rider Marko Tarkkala gets on the box in third on day two. With two frustrating and unsuccessful seasons with BMW before his switch to Husaberg, Marko's most certainly a happy Finn.


Expecting, at best, to see Knight struggle his way through the Portuguese event even if he does make it to the start, in winning the E3 class on the opening day DK astonishes everyone and

proves that you can't keep a good man down. Riding superbly and with his injured hip thankfully not playing up too much, the Manxman returns to the top step of the E3 class podium. Behind him Ahola and Nambotin claim the remaining two podium spots but Knight's the rider with the biggest smile on his face.

"Most people, myself included, thought I was done for the season in Spain. I went home but couldn't get any definite info on what was up with my hip so I thought I might as well try and ride here. I wasn't expecting things to go this well but I'm pleased they did. Things were getting pretty sore towards the end of the day but nothing like it was in Spain."

Day two sees Ahola back on top. With next to nothing separating him from Knight going into the final extreme test David goes for broke in an attempt to win but things don't quite work out and he finishes second, still a seriously impressive result all things considered. Third goes to Nambotin who keeps up his pressure on Ahola at the top of the E3 standings as just 13 points separate the two riders heading into the GP of Italy.

In the Enduro Junior class Finn Antti Hellsten grabs an unexpected early season lead as the rider to beat on both days in Spain and Portugal. The only rider in any class to collect 100 points from the first two rounds, Antti's already 24 points clear of second...



Tom Sagar ends the weekend with a pair of seconds behind Knighter

DOUBLE AND QUILTS!

KNIGHTER DOMINATES ROUNDS FIVE AND SIX OF THE BSEC BEFORE PULLING OUT FOR HIP SURGERY...

Words by Jonty Edmunds Photos by Nuno Laranjeira

David Knight bows out of the 2011 Husqvarna ACU British Sprint Enduro Championship title race in style at the series' most southerly event as the KTM star dominates what will be his last race for some time.

Scheduled to go under the surgeon's knife to get his hips fixed, DK's performances at rounds five and six at Rogers Hill Raceway in Dorset are vintage Knighter as he hustles and bustles his factory Katoom around the event's dry and dusty special test with almost effortless ease.

"Spending the summer not racing is the last thing I want to do but I have to get the operations or I'm risking ruining future seasons," explains David. "I'm going to be out until September which is going to be hard but I'm really pleased with the way I rode here. I'm riding well and my bike's working well, when I come back I'll hopefully be able to ride even better than I am now."

No-one gets a sniff on either day as David sets a pace none can live with. The only rider to dip under the 10-minute special test mark at round five, DK's equally as dominant at round six and despite not quite managing to break the magic 10-minute mark is a comfortable 15-20 seconds a test faster than his closest rivals.

Knowing that David won't be finishing the series, a number of riders step forward hopeful

of strengthening their championship challenges. Greg Evans, the rider that rose to the challenge at rounds three and four to place as runner-up behind David, finds himself sidelined midway through round five after he tweaks his knee following a fall which leaves Tom Sagar and Si Wakely to battle it out for the runner-up spot.

Although Si gets the better of the two on the first test Tom gets himself into gear and edges ahead to eventually claim the runner-up result. "I didn't think things were going to suit me but I really enjoyed it, the course had a good mix of all sorts," explains Tom. "I was expected David to be really fast – which he was – but I'm pleased with my results."

With Wakely claiming a strong third at his home round of the series BSEC newcomer Jordan Rose claims a surprise fourth. Competing for the MPS Racing Husqvarna squad, ex MX star Jordan quickly adapts to the technical man-made sections of the course and after a steady start posts the fourth fastest times from lap four onwards.

While Jordan's settling in nicely to the sprint enduro format one rider who's not enjoying the best of days at round five is KTM-mounted Daryl Bolter. With mistakes and a costly crash in which he somehow manages to run himself over, Bolter ends the day fifth and a tad dejected with himself. With Fast Eddy taking sixth Jamie Lewis

and Gavin Houson round out the top eight.

Although the top two Elite class riders from round five – Knight and Sagar – repeat their result topping performances at round six a number of riders fail to go the distance. Greg Evans is still feeling the effects of his injured knee and opts not to compete, Jordan Rose is forced to call it a day and with Jon Hinam and Matt Ridgeway also both out the attrition rate's high.

Hoping to match his third place result from round five, Si Wakely has a nightmare fourth test when he forgets to duck for the one and only bridge on the course and promptly finds himself on the ground. Ending up fifth, Si falls behind both Bolter and Edmondson.

For Bolter round six finishes with a final podium position while for Edmondson fourth's a result he's happy with. With Bolter in the hunt for a possible runner-up result he's not quite able to do enough to get ahead of Sagar who finishes a safe nine seconds clear.

"I suffered with arm pump and made a lot of small mistakes at round five," explains Bolter. "Then I crashed, ran over myself and generally couldn't get it together after that. Day two was better, I felt like I was riding like I should do. It was good to be battling with Tom, it's just a shame I missed out on the runner-up spot. Maybe next time..."



Danny McCanney's got a Ford Tranny driven by his granny called Annie – honest...

McCANNEY MAGIC!

DANNY AND JAMIE DO THE DOUBLE

With David Knight claiming a second consecutive double Elite class win at rounds five and six, brothers Danny and Jamie McCanney show that DK's certainly not the only Manxman capable of class-topping results.

Both delivering near faultless performances throughout the two-day event, Danny heads home having convincingly topped the competitive Under 23 class while Jamie equally has every reason to feel pleased with himself having finished double top in the Under 19 class. In doing so they prove that they're without question the fastest siblings competing in the BSEC series.

"I topped the Under 23 class on just about all tests on both days so I'm really pleased with that," comments Danny before heading straight from the event to the European Enduro Championship opener in Poland. "I couldn't have asked for a better weekend really. The only problem I had was a bent gear shifter on one lap during round five, apart from that everything went great."

It's a similarly straight forward weekend for younger brother Jamie as he's the fastest overall Under 19 class rider on both days. Firing out of the blocks at round five to record a time that would have placed him seventh in the Elite class, Jamie holds position at the head of the U19 class despite a spirited comeback from Australian Ben Burrell. On day two there's no stopping Jamie as he tops all but one test.

"I made a few mistakes but I'm sure all riders did," explains Jamie. "It was pretty easy to make mistakes on some of the more technical sections of the track but generally everything went really well. I wanted to improve on my result at rounds three and four which I did."

Even a banged-up hip can't stop Knight going 1-1



SERIES STANDINGS

ELITE

1	David Knight	KTM	117
2	Tom Sagar	KTM	98
3	Daryl Bolter	KTM	76
4	Si Wakely	Husaberg	75
5	Greg Evans	KTM	64
6	Paul Edmondson	KTM	62
7	Ollie Moyce	Kawasaki	38
8	Mark Roberts	Kawasaki	34
9	Gavin Houson	Husaberg	33
10	Lee Edmondson	KTM	31

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Over the past 12 months or so Rage has been out on the road taking a squint at grassroots MX as dished up by outfits running under the ACU, BSMA and MCF colours. All three bodies are relative Goliaths but there are other smaller organisations out there with affiliate clubs and all are doing an equally valid job. This month's Club Sandwich features one such pairing – namely the Stevenage SSC affiliated to the YMSA.

The YMSA is the Youth Motorcycle Sporting Association based in the East Midlands area – they in turn have seven other clubs running under their particular set of rules. Stevenage hooked up with the YMSA some 20 years ago but the club's actual history goes way back with SCC denoting 'Schoolboy Scrambling Club' (just a bit of a 1970s type clue there kids).

Current SSSC Chairman Pete Gomm has been at the decision-making sharp-end for over 20 years now. "We affiliated to the YMSA when the other two main governing bodies stopped adults riding at their schoolboy meetings," he

explains. "We felt that if we lost our adult competitors at the same meetings as their kids this would be to the long-term detriment of both our club and the sport in general.

"Fortunately at that time the YMSA executive committee had the same beliefs and still do to this very day. They also have a mission statement that actually outlines the fact they are a family club with a place on the startline for everyone – echoing our thoughts exactly. We started talking to them back in the early '90s and they have always given us the support, help, advice and guidance we need in both a friendly and professional manner and we see no reason for it not to continue for another 20 successful years.

"The current YMSA Chairman John Holden is someone who I regard as a motocross colleague – a friend to the SSSC – and also a good family friend."

I asked Pete to explain to Rage about the current situation at the Stevenage club and give his personal take on things in the MX world

generally as they are today...

"Our main aim during this difficult economic period is simply to survive and remain solvent until things improve. We're keeping our entry fees as low as possible especially for the Autos and Juniors – they are after all the future of our sport. We pride ourselves on being a family club and we have actually had three generations of at least one family riding at some of our meetings in the past – and three generations attending a meeting to support a rider is very commonplace at present, mine included!

"My plain philosophy for MX is that fun comes first – having said that however the likes of Jake Nicholls, Carl Nunn, Stephen Sword and Tommy Searle chose to ride with us in the past and they haven't done too badly now have they? Coming back to the present day however if I could change one thing in youth MX I would like all the major governing bodies to create one set of rules – that's one race licence accepted equally by every club in the country and one set of ages and capacities for the different groups."



Inter 80 Kyle Wilby



Albie Smith wins the opener



Blu Compton gets his starts dialled in

SW WARRIOR!

JORDAN'S TOP AT RED BULL OPENER...

Round one of the Red Bull Elite Youth Cup on the tough and demanding FatCat circuit treated the spectators to some amazing youth racing. The deep sand circuit certainly tested the young riders and with bumps as big as some of them, spectators were left open-mouthed watching these mini warriors tame this beast of a track.

The SW class was an exceptionally close fought battle with a mere three points separating the top two riders of Jordan Eccles and Jay Hague. Rage caught up with overall victor Jordan to see what he thought of the first round.

Rage: Jordan, tell us your thoughts on how round one went for you?

JE: "Yeah, it went really well actually – the track was really rough though and I'm really looking forward to the second round."

Rage: It certainly was a deep and demanding track. How did you find it physically – did it tire you out?

JE: "Yeah, it really tired me out. The 14-minute plus a lap motos were really hard and the suspension wasn't great but we've got it all sorted for the next round."

Rage: Had you ridden on sand like that before?

JE: "I've ridden the FatCat track lots of times before so that helped."

Rage: You managed 1-2-1-3-1 finishes – were you disappointed not to get a clean sweep or are you happy with what you came away with?

JE: "I'm happy, you don't have to have all of the wins all of the times, it's just about consistency and having some good and some bad races."

Rage: Do you like hardpack tracks?

JE: "I like the jumps on the hardpack tracks, I prefer hardpack over sand to be honest."

Rage: Landrake is pretty old-school – fast and flowing. Are you looking forward to it?

JE: "Yes I am, I like the fast and flowing tracks really. I've not ridden at Landrake before but I'm definitely looking forward to it."

Personally I couldn't agree more Pete. Our sport is becoming very fractured – possibly damaged too with so many different rules, codes and championships.

The Stevenage meeting I attended took place at the Wildtracks facility near Chippenham. On the Saturday night before kick-off a fun go-karting event with 30 budding Lewis Hamiltons on the startgrid proved to be a great little side attraction – so much so that another jumbo-sized blast is planned for when they next hit Wildtracks in June.

On the day the reduced pricing policy for Autos and Juniors worked well with healthy line-ups in both sections, actually showing a good increase on last year's tiddler class numbers. And with some 170 riders booked in across the board the popularity of the club was all too obvious to see. Perhaps the best endorsement is provided by Jason Moore and his family as they religiously make the 350-mile plus round trip from Leeds to attend at southern events. On the day Jason finished in

fourth place overall in the schoolboy section headed by Jack Weaver, Ashley Horsnall and Joe Collier.

Stevenage club riders dominated the BW division with Adam Day particularly impressive, romping to all three heat wins. Harry Mills took second in the biggies with James Miles in third. In the SW85s Todd Richie and James Camwell were the race winners with James taking the overall decision from Luke Everett in second. Myles Saunders was the best-placed SSSC runner in a nip and tuck third overall.

In the Junior 65s guest riders Lewis Cloud and Jaydon Wooloff dominated the proceedings with Cloud claiming a narrow overall win. Jude Busby carded third overall followed by fellow Stevenage riders Will Mills, Frankie Cutmore and Leo Shaw. In a the Auto 65s Matthew Cooper took an untroubled clean sweep while over in the 50cc class Albie Smith really put on the style to win a far more competitive section. Pacey Forsdike took second overall with Alby's twin brother Harry in third.

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ALEXANDER THE GREAT!

WE CATCH UP WITH THE 10-YEAR-OLD TARTAN TERROR WHO'S AIMING TO DOMINATE THE DOMESTIC 65cc SCENE IN 2011

A quick question – what do Ben Watson, Conrad Mewse, Albie Wilkie and Keenan Hird all have in common? The answer is they all won their Junior 65cc titles as year five schoolies at the age of 10 – quite crucially a full term before the 11-year-old cut-off point. Winning the crown at 10 years old or under as Luke Hawkins did back in 2003 has become something of an acid test in the 65s – and using that particular formula it currently places both Alexander Brown and Manx lad Jed Etchells fairly and squarely in the major talent league as both are school year five 10-year-olds.

At the time of going to press and following this year's three big opening nationals at Brampton, FatCat and Finningley the talented duo have all but one of the championship heat wins against their names – Harry Wichman being the sole party pooper at Finningley.

Both guys were flagged up pre-season as clear favourites to do well and with Etchells making the late decision to race in the Red Bull series along with BYMX it now seems they are destined to be close up and personal all season. AB has definitely started the strongest carding four heat wins at BYMX Brampton in the mud, followed by four more in the tough dry trenches at of the Red Bull Elite Youth Cup opener at FatCat.

As the third big national of the season beckoned at Doncaster Motor Park, Rage took the opportunity to closely monitor Brownie's weekend – and what a rollercoaster ride it turned into. We have to get one thing out of the way first however – calling him Alexander's cool and so's shortening it to Zander but for goodness

sake don't go anywhere near Alex as that conclusively does his head in! He does however have one new nickname that he absolutely approves of – so by all means call him 'The Flying Freckle'.

A casual conversation in the pits just before the kick off in South Yorkshire also reveals a new hook up with MotoOne and their team boss Darren Wilson. Darren's so impressed with the Freckle's early season form that he promptly signed him up with a promise for the longer term future if he carries on performing in the current impressive vein.

It was plain to see in the Finningley paddock that Brownie is the relatively quiet type pre race, liking nothing more than to be on his own in the motorhome to prepare and get the mental attitude dialled in. The focus was definitely there in qualification with a lap time five seconds in front of the field led by Jed Etchells. Heat one followed in the same groove as AB ripped clear to win by 18 seconds – his fastest circuit again almost four seconds to the good as Etchells won the battle of the rest. Heat two looked as if it was going the same track with AB again showing blistering speed – so fast his dad was imploring him from the pit lane to slow down a tad. It's a pity the good advice wasn't taken as shortly after Brownie came a proper gutsa in the whoops section. Bravely he managed to finish the race – just about limping home two laps down but then needing the attention of paramedics as he thought he might have broken something.

A quick once-over resulted in a longer trip to A&E but the 21 points scored proved so

FACTFILE

ALEXANDER BROWN

DoB: 21-10-2000

Hometown: Whitburn, West Lothian

Height: 4ft 8in

Weight: Six stone

Sponsor: MotoOne

Age started racing: Six

Highlights to date: Scottish 65s champion 2010, sixth BYMX and 65s winner at the Orkney Beach Race

Food and Drink: Spag bol and blackcurrant juice

Fave AMA/IGP riders: Dean Wilson and Shaun Simpson

Fave all-time rider: Stefan Everts

Top three sand circuits: Tain, Mepal and Dunkirk

Top three hardpack: Deanmoor, Shiplaw and Duns

Fave electrical gadget: Xbox 360, PS3, PSP, Wii, DS

Something other than MX that you are good at:

Skiing, football, watersports, trampolining, BMXing

What's hot: Pink, Pastrana 199 lives, Braveheart

What's not: Justin Bieber

Main ambition in life: "To leave school now and become a pro rider and a millionaire..."

important as Wichman won the race with Etchells in second. Following a frustrating seven hours at Doncaster Infirmary the battle resumed on day two with Brownie bruised and battered but well up for the challenge. Heat three went absolutely to plan with a gate-to-flag rout and another victory to savour as Harry Kimber took second in front of Etchells in third.

But the weekend of mixed fortunes continued for Brown in race four as a premier league pile-up claimed most of the front runners going into turn one apart from Etchells who was away and clear. Etchells nailed the win from stylish Colin Scott in second with Chris Mills in third as Brownie tore into the field from dead last. Astonishingly, he finished fifth at the flag posting yet another fastest lap – possibly Brownie's best performance of the year so far.

Heat five completed the weekend sequence perfectly – it read win/calamity/win/calamity/win. At the close of play it totalled a tough weekend for the Freckle as he finished in fourth overall. Etchells stood tallest on the podium and also took the BYMX lead as Wichman claimed the runner-up step with Kimber in third.

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FACTFILE

JAY HAGUE

One unusual thing about yourself: "I will do just about anything to make people laugh."

Something in life you need to improve on: "Learning at school."

Something other than MX you are good at: "I'm a good footballer and have been signed up for the last three years on schoolboy terms."

Best school subject: "PE and home time!"

Worst school subject: "French..."

What's hot in music and films: "Eminem and action and comedy films."

What's not: "Can't stand any soppy music or films."

Main ambition: "To be the best pro motocross rider I can be."

Fave food and drink: "Chicken wraps and fruit with fresh orange or orange Lucozade sport."

Fave AMA and GPs rider: "Ryan Dungey and Ken Roczen."

Top three sand circuits: "FatCat, Eersel and Leuchars."

Top three hardpack: "Foxhill, Whitby and Landrake."

Main hobby away from MX: "Playing football and riding my BMX bike..."

Top electrical gadget: "My Blackberry."



SPOTLIGHT ON...

JAY HAGUE

DOB: 6-11-98 **HOMETOWN:** EASINGTON, COUNTY DURHAM. **HEIGHT:** 4ft 10in
WEIGHT: 6st 4lbs **SPONSOR:** ISL SCAFFOLDING, JLP, FOX, PBU

At virtually this very same point in last year's BYMX SW championship Oliver Osmaston had bagged the first 12 heat wins on the trot and trackside speculation centred on Jay Lamb, Josh Gilbert, Robert Yates, Conrad Mewse, Dan Braithwaite and Sid Evans as the most likely candidates to terminate the magnificent run.

But it was Jay Hague who was the eventual surprise victor in that little contest and his heat win looked like a real curve ball at the time. The Durham dynamo flew out of the Mepal traps tailing both Osmaston and Evans and at mid-race distance pint-sized Hague hit the front, going on to record a notable four-second win over Evans as Osmaston finished back in eighth. It was heat three of the third round and Jay well and truly impressed...

The win proved to be a stand-out highlight of 2010 but looking back now it was absolutely no fluke, just a sign of great things to come. Pre-season this term the Conrad Mewse versus Sid Evans head-to-head appeared to be the tastiest bar-to-bar action going down in the 2011 SW chase but so far it's the Mewse versus Hague face-off commanding the main attention. Conrad Mewse has pinned his hopes on nailing down the BYMX crown this year but after the opening brace it's one round each as he and Hague share joint top spot with both guys locked together on 94 points.

Now I have to be perfectly honest here and admit that I didn't know an awful lot about Jay prior to this season so I decided to put that to rights just before this year's third round BYMX contest at Duns...

Rage: Hi Jay, well done on a great start to the 2011 season – can you tell Rage how and why you got into racing MX?

JH: "I used to watch my dad racing from a very young age and the interest definitely started there. Then I watched my uncle Sonny

Thompson who rides in the MX2 now. My first experience on a powered machine came at age two when I got my first quad bike and I absolutely loved it. I got my first two-wheeler – a Mini Adventurer – at four and my first race was at age six in 2004 and I have been racing competitively ever since."

Rage: Apart from the terrific heat win at Mepal last year what are the other high points in your career so far?

JH: "Gotta say just racing at the '06 World Minis in Belgium was a real high and this year being trained by top man Brad Anderson is the nuts."

Rage: Yeah we heard about the hook-up with Ando – how did all of that come about?

JH: "My dad knew Brad from way back and asked if he would give me a few training sessions. Brad has been brilliant – he has helped by giving me lots of good advice and lots of confidence. We are now good mates and he rings to see how I've done after each race. Hopefully the training with him will continue after this season too."

Rage: Did you set yourself personal goals before the national season kicked off at Brampton and what if anything has surprised you so far?

JH: "My championship goals this year are to be first in the BYMX and the Elite series and I'm really surprised at how many supporters I have just now."

Rage: Finally Jay, while you have been one of the major headline grabbers from the opening national rounds who has impressed you in the youth ranks and why?

JH: "Conrad Mewse has impressed me the most in my class – he's great to race against as he keeps me working really hard. I also admire Ben Watson because of his riding style."



GOT A STORY FOR RAGE?

Then contact our Youth Editor Mike Gurney at mikegurney55@yahoo.co.uk



SECOND-HAND!

BILLY'S STILL FEELING A BIT BEAT UP BUT HE'S BACK ON A BIKE AND, AFTER ALL, THINGS COULD BE A LOT WORSE – HE COULD BE A DEAD TERRORIST...

Words by **Billy MacKenzie** Photos by **Shayne Rice**

Doesn't it feel like we are living in an awesome movie right now? First the royal wedding then, two days later, the evil warlord is killed! Looks like it's gonna turn out to be a happily ever after – although I have my doubts.

Without going too far off the deep end, I have my suspicions about the whole deal. I reckon the royal wedding was very nice and all but clearly very cleverly thought out. The royals ain't daft and I personally think they showed Kate Middleton's sister to steer some of the media attention away from Kate in the long run.

I personally still think Kate was by far the hottest from the whole wedding/show – she is pretty gorgeous and although I don't like to add any value to her credentials for being a princess, it does have a lot of appeal. But I know some people are keen to debate. All in all it was a happy day and the whole 'getting married' thing seemed to be a good idea again. Christianity prevailing – the saviour of our world in the happily ever after story.

Then only days later they announce the death of evil warlord Osama Bin Laden! Could this all be a plan for the next elections by Obama? Or some kinda sick mind game played on us through our TV? We wouldn't have known much about it if we weren't sitting in front of the TV would we? Well at least we all have something to talk about for the next few weeks. I wonder what it will be next? Arrgh, my brain hurts just thinking about it – lucky for me, at the end of everything, I really don't give a sh*t about any of it! I'm more of an internet freak now rather than a TV boffin – I like to gather my own opinion on world issues rather than be told what to believe from my TV!

So that's the news update from TV, now how about we talk about the thing that sets us apart from the trolls? Motocross! It's in these times of mind pickle that I am thankful for riding motocross. Riders don't normally talk about how much they love their bike do they? Okay, maybe they do – and I'm gonna tell you anyway! When things get too much, or if you've just had a sh*tty day in general, making a plan to go riding and having a day out at the track can be the best remedy. Racing has that extra edge to it and it reminds us all after a hard day at the track why we love it so much.

This has been the first week back riding since I injured myself at round two of the Aussie Nationals and already I'm feeling content and happy within from riding my scrambler. Luckily for me we had a long break between rounds so I could heal up from my injuries.

I came into this season a lot hungrier than I did last season. I was on a bit of a confidence streak after my results from supercross and also my win at the first round. Things were going so well, training and riding was an absolute pleasure and I was eager to race hard and fast every time I hit the track. So much so that at round two in Appin I ended up on my arse! This was a clear result from just trying to go too fast – when will I learn?

I entered that round with the attitude that second would not do! I wanted to win every race with a good margin, that was the kinda confidence and hunger I had for racing again. It reminded me of schoolboy racing back in the day.

I led the first race and had a six-second lead by lap

three. I was feeling good and my pace wasn't so different from what I had been riding during the week. However, standing up into a left-hand corner I was slightly off balance and ended up losing the front end resulting in me going down hard on my left shoulder. I felt a pop/crack in my back straight away but no immediate pain so I got up and carried on for the whole day. Adrenaline pretty much took over which was nice, otherwise I may have missed a lot more points than I did.

I didn't say too much about my injury during the week – I thought maybe it was just bruising as I was able to ride for the rest of the day. Sat at home though it stiffened up and got a lot worse. I spent the rest of the week on the sofa chomping down Vicadin that I had left over from my collarbone in the States along with three massages and a couple of chiro appointments. I figured I just had to toughen up as round three was the next weekend.

It had settled down a lot by the end of the week but I had no idea what racing was gonna be like. I just kept in mind that I finished the day off at Appin and it had had a week's rest since then. The weekend rolled by and my results were terrible – I managed to finish the races and salvage points but it was a major struggle. I had 12 ibuprofen tablets and rode round like a complete goon. There was nothing more I could have done – my whole back was in spasm and I just had to grit it out. After that round and went straight for an x-ray which confirmed I had two hairline fractures on both sides of my ribs – one from the first crash on the left which also had a small dislocation of the cartilage at the back and another from a huge save where I copped the handlebars in the rib! Plus a tiny hairline fracture up my shoulderblade. It was a huge blow for me and the team – everything was on such a high coming into the season and now we have some work to do like last year! I almost made it up last year so I'm just gonna try harder and hope someone deals me the right cards!

So it's five weeks since the last round and I've managed to get out on the bike twice this week without painkillers. My speed is there straight away – it's not like I forgot how to ride – and my bike is awesome so I just gelled with it immediately. But I'm lacking a bit of bike fitness so this weekend I'm gonna have to grind it out again, although this time I won't be in so much pain!

I made myself busy during our time off and built myself a new camper/riding van! I converted my little VW transporter into the ultimate riding vehicle and it's also good enough for a weekend down the beach. It's got a little fridge to keep my drinks cold on a hot days riding, a fan, a big sound system and a nice little bed/bench all nicely cut and moulded! DIY Jock.

Hope everyone is enjoying the sunshine back home – I've been hearing about the good weather which makes a change. Things are still cool over here and I'm really excited about doing the British GP if everything is in order by then – I need to make sure I'm riding well because I don't wanna disappoint you guys. I also wanna do a British beforehand – namely Duns! It'll be cool to see everyone again.

Billy MacKenzie



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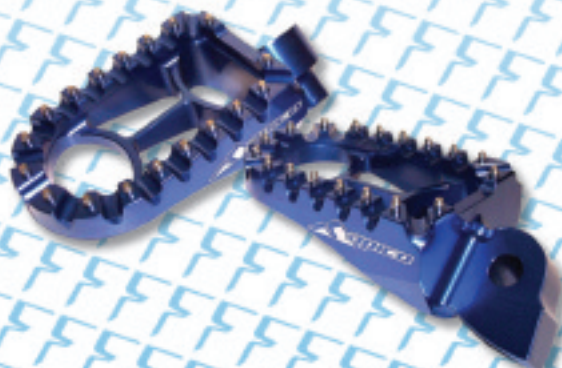
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